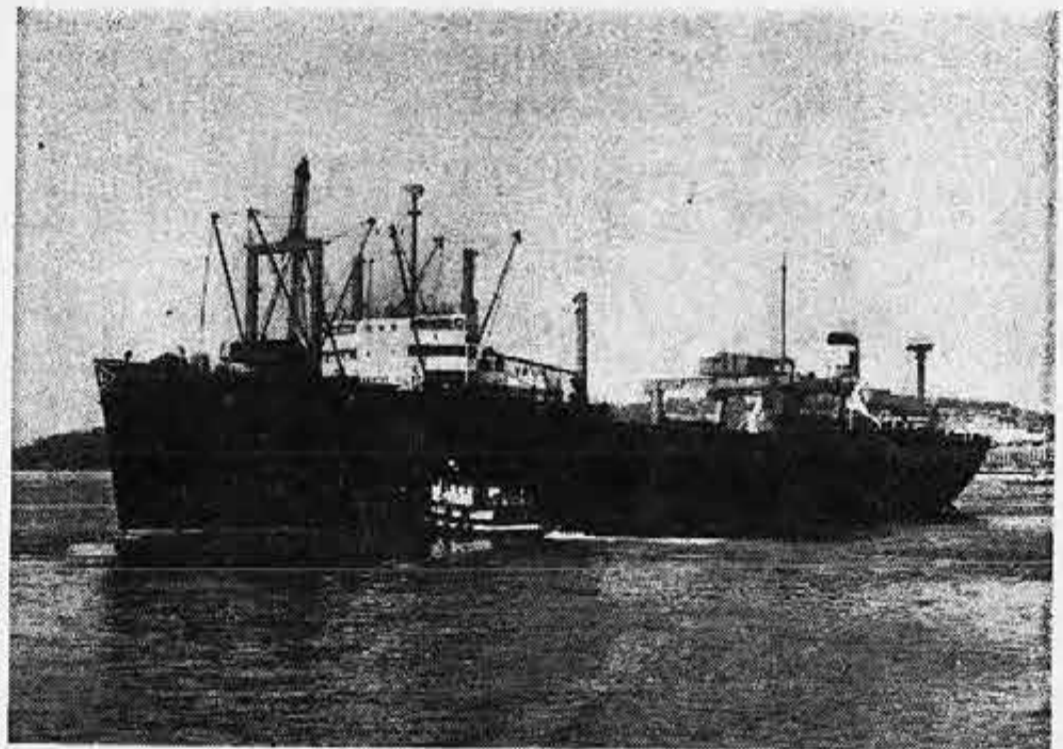


# COASTAL SHIP LAWS FACING NEW ATTACKS IN CONGRESS

Story on Page 3



**Trial Run.** Converted for Sea-Land's containership run to Puerto Rico, SS Mobile undergoes trials. Sister ship is now in service. (Story on Page 2.)



**Back SIU.** Fired for signing SIU pledges, crew of runaway cruise vessel plan legal steps with SIU Miami agent Ben Gonzalez (rear, center). (Story on Page 2.)



**Annual Report  
OF THE  
SEAFARERS WELFARE PLAN**  
Filed With the New York State Insurance Department . . . PAGE 21

**Annual Report  
OF THE  
SEAFARERS PENSION PLAN**  
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# Runaway Scuttles Crew, SIU Asks NLRB Action

MIAMI—The SIU has filed unfair labor practices charges with the National Labor Relations Board against Bimini Run of Bahamas Ltd., on behalf of 24 crewmen of the cruise ship Calypso Liner, who were fired right after the company learned they had signed SIU pledge cards.

Calypso Liner is a Liberian-flag runaway on a daily run between Miami and Bimini Island in the Bahamas. The vessel is an 800-ton former German North Sea excursion boat.

The Dubbin brothers of Miami,

who operate a number of other runaways out of Cape Canaveral under a charter arrangement with the Military Sea Transportation Service, are the owners of the ship.

As soon as the crew was organized by the SIU the vessel was subchartered to the newly-formed Bimini company. The manager of the concern admitted that he was associated with the Dubbins but said the Bimini operation is separate from the Dubbins' interests.

He contended that the crew was fired because his company "wanted to take over full control by hiring our own crew."

The regular crew was replaced by a dozen young men who, according to local news reports, had apparently been recruited in advance. They scurried aboard right after the old crew was fired.

The subcharter arrangement is for ten years and the price was reported as \$1.6 million.

Crewmembers elited intolerable conditions aboard the ship, particularly low pay, poor food and cramped and stifling sleeping quarters. One sailor said: "We worked sometimes 15 hours a day for a puny \$3.30 a day with no overtime. We worked under conditions that went out on American ships 100 years ago. The crew quarters were worse than the 'glory holes'."

An officer declared he "never saw such bad food. It's mashed potatoes six days a week, break-

fast, lunch and supper, and the crew has to eat standing on the stern."

Passengers aboard ship are also being taken by the company but, in their case, one-armed bandits are doing the trick. Thirty slot machines have been put aboard the ship although, a spokesman said, they would only be used while the 500-passenger vessel is outside the three-mile limit—and the reach of the law.

In addition to the labor board action against the company, the SIU is taking legal steps to assure that crewmembers, most of whom are non-resident aliens from the West Indies, do not run afoul of US Immigration and Border Patrol authorities.

## Assures Permanent Records

# NY CLINIC STARTS 'SHOT' PROGRAM

NEW YORK—Seafarer Leo T. Zeigmeister of San Francisco was the first SIU member to take advantage of the vaccination program that formally got underway this month at the SIU clinic in Brooklyn. Zeigmeister received inoculations updating his regular immunization series while he was ashore here.

In supervising the program, which will extend to all SIU clinics, the SIU Medical Department will maintain a permanent, centralized record of vaccinations for all Seafarers.

Inoculations for smallpox, tetanus toxoid, typhoid, para-typhoid and polio will be administered as standard procedure at SIU clinics. Additional immunization will be given for yellow fever, cholera, typhus and plague if a Seafarer's expected route of travel requires them.

Under the new system, a Seafarer's immunization record will be brought up to date when he visits an SIU clinic for his regular physical or at any time he's ashore. In this way, immunization can be given leisurely without the inconvenience of last-minute "shots" just before sailing time.

Once an inoculation is given at any SIU clinic, a permanent record will always be on file so that even if Seafarers lose their own personal "shot" card, verification can be made promptly whether a particular vaccination was given. This avoids the necessity of having to

take the whole series over.

Currently the program is only in effect here in New York and in New Orleans. Seafarers who require immunization or who are checking in at the clinic for a regular physical should be sure to bring their personal "shot" cards with them.

## Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

# NMU Still Active On Robin Raid

WASHINGTON — The National Labor Relations Board has set an August 20th hearing date on the appeal of the National Maritime Union against the New York regional director's dismissal of its petition for representation rights in an attempted raid of the SIU-contracted Robin Line fleet.

This is the second attempt by the NMU in the past five years to raid the Robin Line. In June, the NLRB's regional office dismissed its bid for a vote in the Moore-McCormack fleet, including the seven Robin Line ships under SIU contract since 1941.

In 1957 when the Robin fleet was sold to Moore-McCormack, the NMU attempted its first raid but was whipped in the voting.

Last month, the impartial umpire under the AFL-CIO Internal Disputes Plan clearly branded the NMU guilty of raiding in seeking to take over bargaining rights. The NMU has appealed this ruling to the AFL-CIO's Executive Council.

NMU filed its petition for a fleet-wide election in Moore-McCormack two days after the SIU notified all its operators that it wished to reopen contract talks.

When the SIU learned that Moore-McCormack had secretly attempted to sell off the Robin ships while refusing to discuss the issues with the Union, SIU picket-line action tied up 19 Moore-McCormack ships, including two Robin Line vessels, for 26 days. The picketlines came down on June 11 when the company agreed to negotiate with the SIU about the ships.

# Seatrain Line Launching Service To Puerto Rico

Seatrain Line has announced plans to enter the Puerto Rico trade with a new service between New York and San Juan to provide shippers with cargo space to replace the cut-back in Bull Line operations to the island.

Meanwhile, the Seatrain Georgia re-entered service this month from Philadelphia after being jumboized by the addition of a 54-foot midsection as part of the company's two-ship, \$1.5 million modernization program.

Seatrain reached agreement with the Puerto Rican Port Authority to rent a 17-acre site in San Juan to handle its railcar service. The waterfront property will be refurbished by adding a \$450,000 crane, team tracks, a railroad car yard and other improvements for a total cost of \$1.5 million.

The company is looking toward a January 1, 1963, starting date for its new service and has informed shippers of its plans. Using two vessels, Seatrain envisions a combination rail-water-rail and a truck-water-truck operation, depending on the cargoes and the carrier containers used.

Meanwhile, Sea-Land Service's vessel upgrading program is also moving ahead. The company has already put into service the first of two C-4s converted into container-ships, and the new SS Mobile is now on an East Coast run to the Caribbean. The second vessel, the New Orleans, is also due out before long and will be in operation as soon as specialized equipment is installed.

In addition, the old Esso New Orleans will begin her new career as the Elizabethport by mid-August after final completion of work on inserting a new 419-foot midbody. She will be followed in turn by three other former Esso tankers, and the rebuilt four vessels will then team up to launch the first new intercoastal cargo service in years.

## Missileman Is High Flyer Too



Back on the ground after making an exhibition parachute jump from a height of 2,300 feet, Seafarer Tony De Boissiere is welcomed by SIU rep. Mike Carlin on arrival at airport in Recife, Brazil. De Boissiere, a wiper on the missile ship *Sword Knot*, did some high flying on his own by leaping from a light plane and landing safely.



Getting his vaccinations up to date, Seafarer Leo T. Zeigmeister was first SIU man to try out new immunization service offered by SIU clinics, which will provide permanent "shot" record for all Seafarers. Zeigmeister, who hails from San Francisco, was last aboard the *Cities Service Miami*. He ships in the deck department and has been sailing with SIU since 1960.

# Seafarers Approve New Vacation Pact

Overwhelming approval has been voiced by Seafarers in all ports to the new agreement with SIU operators that raises SIU Vacation Plan payments to \$800 annually effective on seetime after this coming October 1.

Starting then, all Seafarers will be able to start accumulating vacation credits at the rate of \$200 every 90 days, regardless of the number of ships sailed and with no requirement that they must pay off a ship in order to collect. The \$400 annual increase, which doubles the present rate of benefits, is equal to more than \$33 per month.

The increase was approved by SIU Vacation Plan trustees last month, following contract renewal talks, on a motion by the Union.

Starting this October, Seafarers who have discharges showing a full year's seetime on one vessel since last October 1 also qualify for vacation payments at the rate of \$800 for the full year. The discharges must cover employment for a year without break on a single vessel in order to qualify for the \$800 rate.

Besides the doubled vacation

payment that now applies to all Seafarers, last month's contract talks also produced important improvements in working rules on both dry cargo ships and tankers.

The major changes provide for an additional 15 minute "readiness" period, revised sailing board clause covering vessels arriving in port after 5 PM Friday and due to sail before 8 AM Monday, improved transportation back to the port of engagement when ships are sold, scrapped or disposed of in any fashion in a foreign port plus a strengthened clause on callbacks.

These provisions modified for tanker operations as well as several others in the freight contract also apply on tankers. The text of the changes has been printed and distributed to all ports for easy insertion in the SIU "Deep Sea Sailor's Handbook" which carries copies of standard SIU agreements.

# Co's Front New Look Runaway

Runaway shipowners are frantically seeking to remove the taint from their substandard operations and have even gone to the extreme of allowing partial Liberian ownership of a Liberian-flag vessel.

From London, the Naess group of companies has announced formation of a new company in Liberia, with part of the capital owned by "a number of prominent Liberian citizens."

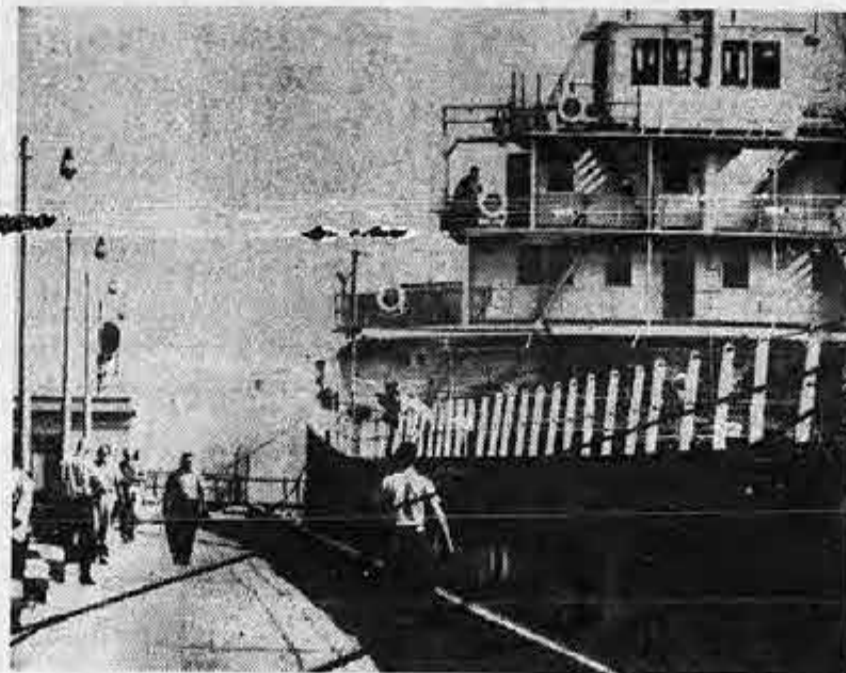
Although this may be another way of saying that native Liberian interests have succeeded in getting in on a good thing by allowing the tax-dodging Liberian registry device to continue without restriction, the Naess announcement made a big splash in the news.

The Naess group has also cited the "unpatriotic" efforts of American sea unions to organize the runaways because this is driving the ships to other flags where the US cannot exercise "control." This is of interest since further transfers of registry reflect a lack of US "control" in any case. A good insight into how much say Liberians will have over the newest Naess runaway operation is the fact that the ship still under construction is already chartered out for ten years to German interests.

# COASTAL SHIPS FACE NEW ATTACK

WASHINGTON—In face of repeated expressions of concern about the future of US shipping in the domestic trades, new attempts are being made to weaken one of the cornerstones of the American merchant marine — the provision that all ships in domestic trade must be American-built and American-manned.

Major proposals have been put forth with influential backing to nibble away at the protections established for US shipping by the 1920 Jones Act and thus pave the way for the destruction of the few remaining coastwise and intercoastal carriers.



One of the last Canadian SIU-manned vessels to beat the deadline early this month before Welland Canal and St. Lawrence Seaway ship handlers started boycott against SIU vessels was Canada Steamship Lines' freighter LeMoyné. She cleared through the Welland just in time. The boycott produced two-day shutdown of Seaway and precipitated formal public inquiry in Canada and US on SIU's dispute with anti-union Upper Lakes Shipping Ltd.

At the same time, the seriousness of the situation in the domestic trades has led to new suggestions that these American-flag vessels receive some form of Government subsidy assistance. The SIU has spearheaded a campaign of many years' duration to strengthen the domestic segment of the shipping industry through appropriate rate regulation and other forms of Government aid.

Virtually all segments of the steamship industry, including both unions and management, have expressed opposition to two significant legislative proposals.

The first, supported by Alaskan interests, would open up the Alaska-Seattle run to foreign-built, foreign-flag shipping which would be redocumented under the American flag and given coastwise trading privileges. This legislation

has been favorably reported out by the Senate Commerce Committee. A number of similar bills would also permit foreign-built tugs and barges to receive documentation for harbor operations.

Far more sweeping is a measure to permit foreign ships to enter the intercoastal lumber trade between the Pacific Northwest and East Coast ports. This bill is being pushed by the entire Pacific Northwest lumber industry and has been given approval by the White House.

Opposition in the maritime industry to these proposals is based on the following points:

- Admission of foreign-built vessels to the domestic trades, even if they come under the US flag, would cripple efforts by existing domestic-flag operators to modernize their present vessels or build new ships.

- Compelled by law to build in American yards, these companies would be unable to finance new ships if foreign-built ships got special privilege to enter the same trade. Consequently, they would be deprived of any opportunity to improve their fleets and their competitive position with respect to trucking and railroads.

- Admission of foreign-flag vessels to these trades in any area would rapidly put the existing coastwise operators out of business, including almost the entire American-flag tanker fleet. These companies have neither operating subsidy nor construction assistance to help them stay alive.

- Any steps taken in this direction, no matter how limited and how hedged about with restrictions, would be quickly exploited by other foreign-flag ships on the plea of special need by a given industry or region. The result would, in the end, be the destruction of all the protections given domestic shipping by the Jones Act.

Since the initiative for admission of foreign vessels has come from shippers and others seeking lower freight rates, it's been suggested that one way out of the impasse is to provide operating subsidies for domestic shipping. This would permit the ship operator to reduce his freight charges to the affected areas, such as Alaska.

The new proposals, then, have presented Congress with clear-cut alternatives. It has the choice of giving direct aid to American-flag domestic shipping, or of permitting its destruction and eventual replacement by foreign-flag ships.

# Waterman Subsidy On, Off Again

WASHINGTON — Waterman Steamship's bid for operating subsidy was stymied by the Commerce Department on July 26, when the matter was turned back to the Maritime Subsidy Board for further consideration.

The company has been seeking subsidy on runs to Europe and the Far East since January, 1957. Its application had cleared all but one final hurdle only hours before it would have received automatic approval.

This was the second time in less than a year that the Commerce Department has upset a subsidy board action. Bethlehem Steel's request for construction aid on two large ore carriers was disallowed in the same manner and these ships are now being built in Germany. (See story on Page 8.)

If Waterman succeeds in joining the list of subsidized companies, it will become the 16th US line to do so. Under terms of the final MSB approval, Waterman would have to replace all 25 of its C-2 freightships, in groups of five, by 1973.

# US Board Sifts Upper Lakes Beef, Plot On Canada SIU

A documented brief setting forth the basic trade union position of the SIUNA against a union-busting scheme aimed at the SIU of Canada was presented to a special US Government labor panel meeting in New York on July 26.

The three-man board was appointed by US Labor Secretary Arthur J. Goldberg as an

outgrowth of events surrounding a dispute between the SIU of Canada and Upper Lakes Shipping Ltd., an

Lakes. It had been under contract with the SIU in Canada since 1951.

Last April, Upper Lakes broke its contract, locked out 300 crewmembers and recruited ship personnel through a newly-formed union which previously had no members.

The three-man board, composed of Judge Samuel I. Rosenman, chairman; labor arbitrator David Cole, who is also the impartial umpire under the AFL-CIO Internal Disputes Plan, and Prof. James J. Healy of Harvard, has held hearings with representatives of several groups directly or indirectly involved in the dispute.

As the LOG went to press, the board recommended a "series of international conferences" to help resolve the situation. The board suggested that such meetings should be conducted jointly by Secretary Goldberg and the Canadian Minister of Labour, Michael Starr.

SIUNA president Paul Hall appeared before the board to present the union's position.

American-owned company operating on both sides of the Great

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## Training School Graduate Receives SIU Membership



First of the original SIU training school graduates to earn class A seniority, Seafarer Alexander Daniluk (2nd from right) received SIU membership book this month in ceremony at New York hall. Pictured (l-r) are Seafarers Leon Ryzop and Peter Lohse, looking on; SIU reps. Frank Mangelli and Joe DiGeorge; Daniluk; and Seafarer David Douglas, who also joined in for the occasion. Daniluk, who lives in New York, ships out in the deck department.

## Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

# ICC Does Switch, Nips Railroad Expansion Plan

WASHINGTON — The Interstate Commerce Commission, reversing its customary pro-railroad stance, has the railroad industry licking its wounds after handing down a precedent-setting decision calling the rails out of bounds in their attempt to expand operations of rail-owned truck services.

The decision denied the Pacific Motor Truck Company, a subsidiary of the Southern Pacific Railroad, the right to haul SP freight from SP railheads to points not actually serviced by the Southern Pacific.

### Insure Competition

ICC said that by granting rail-subsidy lines the right to serve such points, it would be opening the way to the "establishment of lengthy and complex rail-owned motor networks paralleling the nation's rail lines."

In a word, the ICC indicated that it wouldn't permit the major railroads to start cutting up pieces of rival motor carriers or other railroads in their frantic moves to destroy competition.

Under ordinary circumstances, rail-owned truck lines are permitted to service points that are considered supplemental to the lines' regular operation, or points located directly on railroad routes.

### Similar Setback

The railroads were handed a similar setback last year in their continued attempt to undermine domestic shipping by employing further selective rate-cutting tactics. An ICC decision rendered in

favor of Sea-Land Service, an SIU-contracted company, refused to grant a railroad request to establish coastwise rates that were equal with water line rates.

In their bid to drive the water lines out of business, the railroads first establish long-haul rates for all-rail shipments of cargo that are far less than the short haul rate to and from the dock. The rate-cutting tactics take the form of low rates wherever there is water competition. The losses in these instances are made up in areas where there is no competition.

Many railroads have actually taken a licking from this kind of rate manipulation and for some this has been largely responsible for their precarious financial position.

## SIU Speaker



One of several Seafarers to hit the deck during SIU membership meeting in New York this month, Walter R. Travis is shown taking his turn at the mike. Travis cited importance of union job security protection in maritime industry.

# 3 More Ships Get Sanitation Awards

NEW ORLEANS—Three more SIU-contracted ships have won citations from the US Public Health Service for excellence in shipboard sanitation procedure.

The three vessels are the Alice Brown and the Margaret Brown of the Bloomfield Steamship Company and the Alcoa Pegasus of the Alcoa fleet.

The Alice and the Margaret each scored 100 percent during a USPHS sanitation inspection here this month. The perfect scores represented the fourth in a row for the Alice and the fifth for the Margaret. These were also the 18th and 19th consecutive inspections in which a Bloomfield ship has made a 100 percent score on the USPHS checklist.

### Improves Score

The Pegasus moved up the ladder from its previous score in receiving a rating of 97 percent during its inspection at Mobile in June. Previously, Alcoa won its second fleet-wide award in a row when its 13 ships drew an overall rating of 97 percent in sanitation inspections earlier this year.

The annual inspections are conducted by the USPHS as a means of controlling disease and contamination aboard ship as well as ashore. The inspection program covers a wide range of shipboard sanitation activities including the preparation and serving of food and drink as well as their sources ashore.

A checklist of 166 separate items is used to cover sanitary construction, maintenance and cleanliness of all food service and cooking facilities plus items where sanitary maintenance is a must.

In addition to the USPHS program, the SIU has its own program to maintain and upgrade shipboard sanitation and feeding.

## THE INQUIRING SEAFARER

QUESTION: Do you buy much in foreign goods when calling at various overseas ports?

**William Morris, engine:** Usually I'll wait to make my purchases stateside. However, if something strikes me as being a good buy I'll go for it. Recently I was able to obtain a fine suit in India which I knew would be costly back home. When I was picking up the suit, I also ran into a rare clock which I couldn't pass up.



**Raphael Bertran, steward:** Sometimes yes, when I know it's a good buy. I won't pass up good silks or French perfume when I have a chance at a good price. And I have a Persian rug at home that I know I couldn't touch if I tried to buy it in the States. Usually, though, I stick to Stateside products when I can.



**Pat Ryan, engine:** Generally, the only foreign items I'll buy are those that are identified with native arts and crafts—woodwork, metalwork and so on. There are some really fine pieces obtainable in Africa and Indonesia. Buying other items overseas isn't to my liking. I'd rather get American goods most of the time.



**Ben Martin, engine:** Except for curio items that they bring along-side in foreign ports, I try to stick to buying Stateside goods. However, I appreciate those works of native handicraft that are not so easily gotten back home say—silks and art objects from India and the Far East.

**George Stanley, Carpenter:** I can't be bothered buying items at foreign ports and then having to wade through Customs red tape when I get back to the States. Any money you save buying overseas is tacked on later and the aggravation is worth something, too. Besides, anything I really need I know I can get here.

**Bartolo Cruz, steward:** I'll purchase items in foreign ports that I know would either be too hard to get back in the States. The best shopping is found in the Persian Gulf, India and Japan. However, I know of several stores back home where the same things can be had for a few pennies more than you pay ashore overseas.



## Advance Meeting Schedule For West Coast SIU Ports

SIU headquarters has issued an advance schedule through December for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with a resolution adopted by the Executive Board last December. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
August 20	August 22	August 24
September 17	September 19	September 21
October 22	October 24	October 26
November 19	November 21	November 23
December 17	December 19	December 21

(See page 5 for regular monthly meeting schedule for all SIU ports.)

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



## Take Care Of That Fire Extinguisher

There is one thing worse than not having a fire extinguisher when you want one, and that's having one that doesn't work at all. A piece of equipment that won't work in an emergency is worse than none at all because just having a couple of extinguishers within reach gives everyone a false sense of security that can quickly lead to disaster.

Aboard ship, fire extinguishers are and should be checked regularly, as there's no excuse for the failure to maintain this equipment properly. It's a relatively simple matter in most cases and most of the maintenance can be done on the spot.

Since all extinguishers are metal tanks of some sort with hoses and nozzles through which some fire-fighting chemical must pass, there are some general rules that apply to all types.

- All extinguishers should be examined several times a year to make sure that they are where they are supposed to be and that nobody has tampered with them.
- During these inspections, extinguishers should be carefully examined to see that they have not been damaged. This is especially important in areas where there's a chance that something may have bumped the shell or seams of the tank.
- Hoses and nozzles should be checked to see that they are not clogged.
- Soda-acid and foam extinguishers have some things in common. Before they are recharged they should be washed thoroughly with warm water. Allow the water to run out through the hose and nozzle. Rags and waste should not be used for this job as they might clog the nozzle or screen. The extinguisher heads should be checked to make sure the threads are in good condition, as the cap should be held by at least four full threads. Check to make sure the pressure relief hole in the cap is not plugged and the cap is screwed hand tight. The gasket in the cap should be replaced if there is any doubt about it being serviceable.

Maintenance of the water pump extinguisher is relatively simple; it needs only to be filled with water after use to recharge. Periodic examination should include checking the water level and operating the pump several strokes, discharging the liquid back into the tank. Special precautions should be taken to use an anti-freeze solution that resists corrosion if this type of unit is located in weather areas or where there's no heat.

Soda-acid extinguishers must be recharged annually as well as immediately after use. The bicarbonate of soda should be dissolved in a separate container and strained into the extinguisher. Fill it up to the water mark and no higher, since operation depends on the proper ratio of soda solution to acid. If the acid bottle in the recharge package is not the same size as the one used in the extinguisher, carefully transfer the acid into the old bottle. Check the bottle to make sure it fits the extinguisher cage and has no defects that could cause it to crack.

Maintenance of foam extinguishers is similar to soda-acid but more complicated. Extinguishers should be recharged annually as well as after use. Each chemical should be mixed with lukewarm water in separate, clean, containers and strained into the proper chambers of the tank. This is important so that foreign or undissolved particles will not clog the hose and nozzle. If the chemicals are not mixed carefully, the foam may be either too watery or too stiff. Both soda-acid and foam-type extinguishers can only be protected from freezing by keeping them in a heated cabinet, but they shouldn't be kept in areas where the temperature is over 120° F.

At least semi-annual weighing of the carbon dioxide cartridge is required to maintain the cartridge-operated dry chemical extinguisher to make sure it is within specified weight limits. A replacement cartridge should be available in case the weight loss is more than permitted by instructions on the nameplate. After the extinguisher has been used, pressure should be released prior to recharging. This relieves pressure in the extinguisher and also clears the hose of dry chemical.

Maintenance of carbon dioxide extinguishers is simple since the recharging is usually done by an outside agency. These extinguishers need to be checked by weighing at regular intervals, however, to determine if they need recharging.

All in all, like any other item of protective equipment, every type of extinguisher can give plenty of service in an emergency if nobody abuses the equipment and renders it useless for the time when you need it.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

## SEAFARERS LOG

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# THE PACIFIC COAST SEAFARER



## Three SIU Pacific Unions Approve Contract Terms

SAN FRANCISCO—Members of the three SIU Pacific District unions, meeting at headquarters here, at the branches and aboard ship, have approved the terms of the proposed new contract between the unions and the Pacific Maritime Association.

Union representatives are continuing meetings with PMA to negotiate separate departmental rules to cover specific working rules for members in the three departments covered by the Sailors Union of the Pacific, the Marine Cooks and Stewards and the Marine Firemen's Union.

The Pacific District Negotiating Committee and PMA came to an agreement June 21st. on the final terms of the contract just a week before the June 30th expiration date of the Taft-Hartley injunction

that had been in effect since April 11. Agreement followed nine months of negotiations, a 27-day strike and 75 days during which the ships operated under a court injunction.

Retroactive to October 1, 1961, the new pact runs until June 15, 1965, and includes the following basic terms:

Flat two percent increase in basic wages. Boost in paid vacations from three days per month worked to five days per month.

Pensions are increased to a maximum of \$150 per month from their present top rate of \$125. Eligibility requirements are being lowered. Increased welfare contributions to provide for maintaining current benefits and to establish a system of medical clinics.

Previous agreement on some rules, fast turnaround ships and other items stand.

The three unions are also pressing to reach new agreements with other, smaller operators who negotiate separately outside the PMA but follow the pattern of the basic PMA contract. This includes a variety of operations where specialized working rules have to be incorporated along with the PMA settlement.

## Ted Nelson Takes Over MCS Post

SAN FRANCISCO — Acting on the recommendations of the Marine Cooks and Stewards Agents Conference held here last month, MCS members have approved the interim appointment of Ted Nelson as assistant secretary-treasurer of the union.

Nelson is a long-time member of the MCS and has been serving as headquarters patrolman here since he was elected to the post in 1960 balloting. His appointment was prompted by the recent resignation of James O. Willoughby, who had been MCS assistant secretary-treasurer since last year following the death of Louis Foyt.

Members at headquarters voted overwhelmingly to install Nelson as an interim officer in line with the agents' recommendation that he was well-qualified for the job and that it was in the interests of the union to have an elected officer serve. He will continue in the post until the membership elects an assistant secretary-treasurer by secret ballot.

In addition to his experience as headquarters patrolman, Nelson was on the MCS negotiating committee as well as the coastwise operations and review committee established by the union in 1960. He's been going to sea since early in World War II.

## Coast Unions Assist 'Hope'

SAN FRANCISCO — Besides manning America's goodwill hospital ship SS Hope, which is now in Peru on an eight-month medical mission in South America, the SIU Pacific District unions have contributed \$750 to aid the project.

The contribution was sent to the ship's sponsors, the People-to-People Health Foundation in Washington, "to indicate our willingness to participate in what we believe to be a good cause."

Serving aboard the vessel are 139 members of the Sailors Union, Marine Cooks, and Marine Firemen, with 65 doctors, nurses and an "iron cow" device which desalts sea water and turns it into milk.

## Early Repair List Helps

Seafarers are reminded to be sure that vessel repair lists are made out and submitted to department heads early enough to allow time for ordering supplies and necessary replacements before the ship hits port. In this way, many essential repairs can be completed during the time a vessel is in port or in the course of coastwise voyages before going offshore. Early completion of repair lists will also enable SIU patrolmen to check on the progress of repairs and replacements as soon as they come aboard a vessel.

## Seatrain Stars In Red Pix

SAVANNAH—It's easy to understand why the Russians would send fishing trawlers to look in on US nuclear tests in the Pacific, but no one yet seems able to figure out what they want with exclusive photos of the Seatrains New Yorker. The photographic incident took place about 50 miles east of Charleston on the evening before the New Yorker was scheduled to dock here on June 12 enroute from New York.

According to the report, a Soviet trawler came within camera-shooting distance of the SIU-manned Seatrains vessel and those aboard started to snap all kinds of pictures—of what, nobody knows.

Upon arrival here, the skipper of the New Yorker reported the event to the Coast Guard and the Federal Bureau of Investigation, whose agents boarded the Seatrains to try to get a more detailed picture of what took place. Naval Intelligence is also interested and is looking for some kind of clue to explain the unusual occurrence.

No definite information is yet available, however, on why the Russians made such a photographic fuss about one of the Seatrains, which have been running in Atlantic and Gulf service for better than 30 years.

Shutterbugs are one thing, but the Soviet variety is another, and presumably with a purpose.

# SIU Ships Get Army Coal Job

PHILADELPHIA — The SIU-contracted Maritime Overseas Corporation has been awarded a contract by the Military Sea Transportation Service to move 550,000 tons of coal and coke to Europe for US Army installations in West Germany.

The cargoes are expected to be picked up here for delivery to Rotterdam and shipment over land to Army bases. The Globe Explorer will haul cargoes of coke amounting to 175,000 tons on ten consecutive voyages beginning in August, according to the company. The ship is now completing a bauxite run from the Caribbean back to the Gulf.

The coal shipment of 375,000 tons will be transported by the Globe Progress also starting next month, and will take about 15 months to move overseas. This ship is presently delivering the final consignment in a military coal contract awarded last fall.

Both ships, converted T-2s with bulkcarrier midbodies, will return from Europe in ballast. The Progress will carry 20,000 tons of coal each trip over, and the Explorer will haul 14,000 tons of coke per voyage. While each ship has the same cargo capacity, the difference in the amount carried is due to the lighter weight of the coke.

The coal movement by the Progress and other vessels operating under military contracts was the center of a controversy last

year when the Defense Department sought foreign ships to haul all the coal and coke supplies for US military forces in Germany. Union and industry protests finally convinced the Pentagon that such cargoes should properly move on US-flag vessels.

## Labor Dept. To Mark 50th Year

WASHINGTON — SIUNA president Paul Hall will serve as a vice chairman of the national committee drawing up plans to celebrate the 50th anniversary of the US Department of Labor in 1963.

A White House proclamation by President Kennedy, who is honorary chairman of the committee, charges the group "to take the lead in planning and carrying out appropriate activities for the celebration of the Department of Labor's Fiftieth Anniversary Year."

Special ceremonies will be held here on March 4, 1963, and in several other US locations to mark the "landmark" occasion for "all people who work and, in fact, all Americans."

Others on the committee are US Vice-President Lyndon B. Johnson, Speaker of the House John F. McCormack, members of Congress, AFL-CIO president George Meany, other public officials and representatives of various labor, business and civic organizations.

Hall accepted the designation to the committee on his return from West Berlin, Germany, where he attended the seventh world congress of the International Confederation of Trade Unions as one of the 20 members of the US delegation.

The meeting urged the adoption of a worldwide employment policy to insure that the fruits of automation will aid workers everywhere by bringing about full employment and the advancement of essential health and welfare policies.

## SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	August 6
Philadelphia	August 7
Baltimore	August 8
Detroit	August 10
Houston	August 13
New Orleans	August 14
Mobile	August 15

## Houston Galley Trainees on the Job



Dining room in new Houston SIU hall gets busy play from Seafarers in the Texas port, while doubling as training ground in steward department upgrading program for shipboard galley personnel. On deck handling the messmen's and waiters' duties as part of their training for galley and messroom jobs are William Rawluk, John Manuel and Sal Fazio. Trainees here and in several other ports take part in classroom lecture sessions as well as usual on-the-job duties to gain experience that will pay off later.

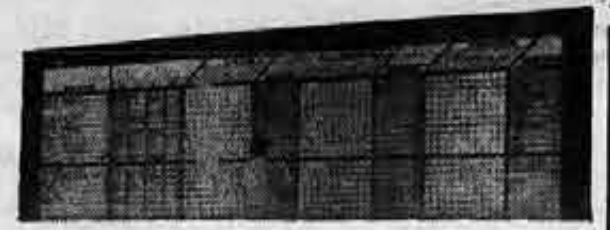
## Pacific District Shipping

PORT	SUP 5/28 to 6/25	MFOV 6/1 to 6/30	MC&S 6/15 to 7/15	TOTAL
San Francisco ..	466	182	651	1,299
Seattle .....	85	67	48	200
Portland .....	56	36	29	121
Wilmington .....	306	(no hall)	184	490
New York .....	102	51	50	203
New Orleans ...	20	*	*	20
Honolulu .....	35	59	30	124
San Pedro .....	(no hall)	155	(no hall)	155
<b>TOTAL .....</b>	<b>1,070</b>	<b>550</b>	<b>992</b>	<b>2,612</b>

\*No report available



# SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

June 1 Through June 30, 1962

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	5	0	4	9
New York	37	13	35	85
Philadelphia	10	6	12	28
Baltimore	12	6	28	46
Norfolk	4	2	2	8
Jacksonville	4	3	23	30
Tampa	2	0	17	19
Mobile	8	3	8	19
New Orleans	15	13	40	68
Houston	18	7	40	65
Wilmington	0	0	10	10
San Francisco	9	9	9	27
Seattle	4	6	6	16
<b>TOTALS</b>	<b>128</b>	<b>68</b>	<b>234</b>	<b>430</b>

Deep-sea shipping for Seafarers held up well in June, showing a slight increase in the number of jobs filled and making the month the best so far this year. The high of 2,711 berths filled occurred in the face of a decline in ship movements compared to May.

The best shipping took place in the Gulf ports which, despite a drop-off in Mobile, listed strong increases in activity. Houston, followed by New Orleans, filled 46 percent of the total jobs dispatched by all ports. Shipping was way down on both the Atlantic and West Coasts. New York remained the same. Increases in Boston, Philadelphia, Norfolk and Miami were more than offset by declines in Baltimore and Jacksonville. San Francisco's increased activity was drowned out by the big fall-off in shipping at Wilmington and Seattle.

Payoffs, sign-ons and in-transit activity was down somewhat for June (see right). All told, only four ports re-

ported an increase in ship activity during the month. They were Philadelphia, Jacksonville, Houston and San Francisco. New York and Seattle remained the same, while all other ports fell off. The biggest declines developed in Baltimore and Norfolk.

Analysis of the month's figures shows that class A men increased their percentage of jobs filled, taking almost 60 percent of all jobs dispatched. Declines of about one percent were the case for class B and class C, with "B" men filling 27 percent of the berths posted and the balance of 13 percent handled by class C.

Registration during the month remained the same as in May. At the end of June, the number of men on the beach had gone up by over 300, however. This indicates there will be lively competition for jobs in July, as many Seafarers, who signed off during past months to vacation with their families for a while, return to sea.

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	7	14	4	25	0	1	3	4	6	11	5	22	0	2	2	4	1	1	1	3	3	22	4	3	29	5	19	4	28	0	3	10	13		
New York	45	87	22	154	4	15	22	41	36	88	18	187	0	19	13	38	0	6	5	11	137	38	11	186	86	135	34	255	3	20	54	77			
Philadelphia	13	16	6	35	0	5	6	11	3	11	3	17	1	5	6	12	1	7	12	20	17	12	20	49	14	23	6	43	0	2	8	10			
Baltimore	15	40	10	65	1	13	21	35	20	39	9	68	0	9	7	16	0	5	3	8	68	16	8	92	39	68	18	125	2	15	34	51			
Norfolk	4	7	2	13	1	4	5	10	7	6	1	14	1	1	3	5	0	0	1	1	14	5	1	20	7	10	4	21	1	8	12	21			
Jacksonville	8	9	3	20	0	4	10	14	3	10	4	17	1	6	8	15	0	6	3	9	17	15	9	41	10	7	2	19	0	3	8	11			
Tampa	3	4	0	7	0	1	1	2	0	0	2	2	0	0	0	0	0	1	1	2	2	0	2	4	3	8	2	13	0	1	1	2			
Mobile	29	24	6	59	0	3	6	9	10	18	4	32	0	1	5	6	0	0	0	0	32	6	0	38	32	37	11	80	0	2	7	9			
New Orleans	48	77	29	154	3	17	27	47	52	79	30	161	0	11	22	33	0	3	5	8	161	33	8	202	69	104	25	198	2	18	33	53			
Houston	39	106	25	170	1	33	36	70	50	105	21	176	7	31	38	76	3	22	9	34	176	76	34	286	53	89	53	195	1	18	13	32			
Wilmington	3	7	1	11	0	4	2	6	3	3	2	8	0	0	0	0	0	0	1	1	8	0	1	9	10	15	2	27	0	5	4	9			
San Francisco	19	14	5	38	1	7	5	13	9	23	9	41	0	1	6	7	0	2	6	8	41	7	8	56	23	13	4	40	2	8	7	17			
Seattle	16	9	10	35	1	10	5	16	7	15	3	25	1	5	8	14	0	6	5	11	25	14	11	50	25	11	8	44	1	14	7	22			
<b>TOTALS</b>	<b>249</b>	<b>414</b>	<b>123</b>	<b>786</b>	<b>12</b>	<b>117</b>	<b>149</b>	<b>278</b>	<b>206</b>	<b>403</b>	<b>111</b>	<b>720</b>	<b>17</b>	<b>91</b>	<b>118</b>	<b>226</b>	<b>5</b>	<b>59</b>	<b>52</b>	<b>116</b>	<b>720</b>	<b>226</b>	<b>116</b>	<b>1062</b>	<b>376</b>	<b>539</b>	<b>173</b>	<b>1088</b>	<b>12</b>	<b>117</b>	<b>198</b>	<b>327</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	5	11	2	18	1	2	4	7	4	4	1	9	0	0	2	2	0	4	4	8	9	2	8	19	1	10	2	13	1	6	5	12			
New York	23	79	22	124	6	24	30	60	15	66	8	89	2	34	23	59	1	11	10	22	89	59	22	170	42	114	16	172	16	112	44	172			
Philadelphia	2	20	3	25	2	4	9	15	3	9	2	14	0	11	7	18	0	4	5	9	14	18	9	41	1	32	4	37	0	4	14	18			
Baltimore	5	43	3	51	2	15	17	34	6	36	4	46	0	13	16	29	0	0	0	0	46	29	0	75	9	69	8	84	2	23	22	47			
Norfolk	2	7	1	10	0	4	4	8	0	3	2	5	0	3	1	4	0	1	2	3	5	4	3	12	5	13	4	22	1	7	10	18			
Jacksonville	3	4	0	7	0	6	6	12	4	4	0	8	1	4	4	9	0	8	5	13	8	9	13	30	0	8	0	8	0	7	1	8			
Tampa	3	0	0	3	0	1	0	1	0	0	2	2	0	0	1	1	0	2	3	5	2	1	5	8	0	7	0	7	0	1	1	2			
Mobile	6	25	4	35	1	12	5	18	5	11	5	21	0	4	5	9	0	2	0	2	21	9	2	32	9	36	5	50	1	9	6	16			
New Orleans	24	79	10	113	4	42	35	81	18	60	9	87	1	41	24	66	3	4	1	8	87	66	8	161	39	98	10	140	2	35	41	78			
Houston	35	61	9	105	4	50	24	78	21	78	16	115	6	42	32	80	0	25	20	45	115	80	45	240	33	75	7	115	1	26	24	51			
Wilmington	2	9	6	17	1	10	1	12	2	5	4	11	0	3	0	3	0	1	0	1	11	3	1	15	5	10	1	16	1	7	5	13			
San Francisco	4	19	5	28	1	8	3	12	7	17	5	29	3	7	3	13	2	3	6	11	29	13	11	53	6	27	4	37	1	3	5	9			
Seattle	4	17	1	22	2	8	2	12	3	11	4	18	0	8	2	10	2	1	3	6	18	10	6	34	7	15	1	23	3	8	5	16			
<b>TOTALS</b>	<b>118</b>	<b>374</b>	<b>66</b>	<b>558</b>	<b>24</b>	<b>183</b>	<b>140</b>	<b>347</b>	<b>88</b>	<b>304</b>	<b>62</b>	<b>454</b>	<b>13</b>	<b>170</b>	<b>119</b>	<b>302</b>	<b>8</b>	<b>66</b>	<b>59</b>	<b>133</b>	<b>454</b>	<b>303</b>	<b>113</b>	<b>870</b>	<b>157</b>	<b>514</b>	<b>60</b>	<b>731</b>	<b>29</b>	<b>248</b>	<b>183</b>	<b>460</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B										
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP										
	1-9	1	2	3	ALL	1	2	3	ALL	1-9	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-9	1	2	3	ALL	1	2	3
Bos.	1	7	1	4	13	0	0	2	2	1	1	1	5	8	0	0	3	3	0	0	4	4	8	3	4	15	0	9	1	5	15	0	0	2	2			
NY	28	16	19	55	116	2	3	22	27	8	19	8	47	82	1	3	18	22	0	1	14	15	82	22	15	119	26	63	38	92	219	2	6	49	57			
Phil.	3	7	5	11	26	2	0	4	6	1	2	1	9	13	2	0	8	10	0	0	7	7	13	10	7	30	4	8	7	14	33	1	1	14	16			
Bal.	8	20	7	11	46	2	5	20	27	2	14	7	15	38	1	1	15	17	1	0	6	7	38	17	7	62	12	23	21	27	83	3	2	23	28			
Nor.	0	2	2	5	9	1	1	7	9	0	2	0	0	2	0	0	6	6	2	1	1	4	2	6	4	12	2	8	3	8	21	4	3	8	15			
Jac.	2	3	0	2	7	0	2	2	4	0	6	2	1	9	0	0	4	4	1	2	13	16	9	4	16	29	5	2	1	4	12	0	2	1	3			
Tam.	0	1	2	3	6	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	1	1	3	0	1	4	0	4	2	9	15	0	0	0	0			
Mob.	5	9	4	21	39	0	0	23	23	2	7	5	13	27	1	0	5	6	0	0	2	2	27	6	2	35	7	13	8	35	63	0	0	23	23			
NO	6	13	19	63	101	4	6	61	71	1	30	6	74	111	2	4	34	40	2	3	25	30	111	40	30	181	12	28	25	81	144	4	6	69	79			
Hou.	10																																					

# THE GREAT LAKES SEAFARER



## Great Lakes SIU Slates Voting For Seven Posts

DETROIT—Elections for seven officers of the Great Lakes SIU will be held next month in major union ports after the certification of qualified candidates. Balloting will also be conducted on Lakes SIU vessels for members unable to vote ashore.

Nominations were accepted July 1-15 for the following posts: Secretary-treasurer, assistant secretary-treasurer and for port agents in the major ports of Buffalo, Cleveland, Chicago, Frankfort and Duluth.

Credentials of members nominated to run for any of these jobs are now being checked by a membership-elected credentials committee charged with the duty of certifying which nominees are members in good standing and whose candidacy conforms to the union constitution and to Federal laws governing union elections. The election is for a two-year term.

Nominations were made at July membership meetings in the various ports. Members were also able to nominate themselves by submitting a letter stating their candidacy for a particular office and giving their qualifications and credentials.

Since the secretary-treasurer and the assistant secretary-treasurer

are both located here in Detroit, no election is being held for the post of port agent in this port, which is the headquarters office of the Lakes SIU.

The election for agents in the Ports of Buffalo, Cleveland, Chicago and Duluth will be carried on the same ballot as the vote for secretary-treasurer and assistant secretary-treasurer.

Since the port of Frankfort is constitutionally established to serve carferry men only, the election for the agent in that port will appear on a separate ballot to conform with the union's constitution. Carferry men will vote only for the two union-wide positions and for a Lake Michigan carferry port agent in Frankfort.

## Two Hurt In Detroit Hall Tire Mishap

DETROIT — A freak accident sent two SIU members to the hospital after both were injured by a 160-pound truck tire that broke loose from its housing and crashed through the plate-glass window of the Detroit hall.

The tire struck Stephen Dubisz, a fireman, and flying glass from the shattered window hit cook Lawrence Tremblay. Both men were sitting inside the hall when the tire plunged through the window.

They were taken to a hospital by an ambulance called by union officials.

The tire came off a dry-ice truck that was heading toward the hall along W. Jefferson Avenue. It had slowed down for railroad tracks about 100 yards from the hall when the driver said, the outside tandem wheel shot ahead of him straight down the street.

After rolling down the street for 300 feet, the wheel turned the corner at 90 degrees and plunged through a front window of the hall, hitting Dubisz in the back and knocking him to the floor.

A boy crossing the street at the time was narrowly missed by the runaway tire, according to witnesses.

## Eye Longer Lake Season

DETROIT—In a move to meet growing foreign competition on the Great Lakes, a number of operators have proposed that the present eight-month shipping season be extended to a full ten months.

The proposal would involve extending the navigation season one month, then another, to provide for a ten-month shipping operation.

Concerned about steadily-increasing foreign competition from foreign ships coming into the Lakes via the St. Lawrence Seaway, many operators have indicated their support for the suggestion. They see few obstacles to the innovation even though the Seaway itself is usable only eight months out of the year.

It's noted that the season in past years has been curtailed because of the difficulty of handling frozen ores but, due to the shift in cargoes and the growing trend toward using taconite pellets in place of raw ores, this would not present a serious problem in cold weather.

## Great Lakes Shipping

May 15, 1962 Through June 15, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	37	37	10	84
Buffalo	28	13	13	54
Chicago	15	15	9	39
Cleveland	19	14	5	38
Detroit	144	74	89	307
Duluth	15	9	8	32
Frankfurt	27	20	14	61
<b>TOTAL</b>	<b>285</b>	<b>182</b>	<b>148</b>	<b>615</b>

## SIUNA Taxi Union Expanding

# More Cabbies Join Up

CHICAGO—The SIUNA's Transportation Services & Allied Workers continues its impressive growth as more taxi workers in major cities across the country flock to the union's banner.

Latest groups of cab drivers and garage workers to seek affiliation with the SIUNA transportation workers affiliate are in Rochester, New York, and Milwaukee, Wisconsin. Following the union's organizing success and smashing strike victory in March, the TSAW had previously gained support from cab workers in St. Louis and Detroit.

Using the example of a 300-member St. Louis cab drivers union, which recently declared its independence after seven years under Teamster union "trusteeship" and joined the TSAW, the Rochester workers abandoned Teamster Local 118 in that city and also came under the SIUNA banner. The Rochester union will be known as Local 2 of TSAW. The group in St. Louis comprises Local 1.

High point of the Rochester campaign occurred on June 24, when drivers from five city cab fleets turned out for a meeting called by the TSAW. By then, well over 51 percent of the drivers had already left the Teamsters.

In Milwaukee, the drivers broke away from a company union set up and run by the Yellow-Boytton Cab Company and then linked up with the TSAW. Some 400 drivers are involved there.

Detroit's Checker Cab workers earlier threw in with the SIUNA-TSAW and have already petitioned the National Labor Relations Board for an election among 1,600 previously - unorganized drivers and inside men. They are established as Local 10 of the TSAW.

An NLRB hearing on the Detroit petition, scheduled for July 19, was postponed after the company came up with an inflated payroll list that the labor board is investigating. Local 10 has turned over more than 1,100 pledgecards to the board and claim the company operates at most 900 cabs, of which only 750 are driven by employee drivers.



Rochester taxi workers are welcomed to ranks of SIUNA Transportation Services & Allied Workers after taking steps to affiliate as TSAW Local 2, following lead of Chicago, St. Louis, Detroit and Milwaukee cabmen. TSAW president Dominic Abata (2nd from left) welcomes Pete Tubiolo, chairman of Rochester group, as Rochester committeeman Joseph Mangione (left) and SIU rep. Tom Gould look on.

## SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

### How To Assign Work To Others

In order to have a smooth-running operation in any organization, the department head has to know how to properly delegate his authority. In the steward department aboard ship, this is especially important because the department head is not strictly topside personnel, although he has the full responsibility for running a department. This can complicate the relationship between the steward and his department but, of course, the effective steward is the one who can readily handle this situation in the course of performing his other functions.

A number of large organizations have put many hours into the study of what produces effective supervision. Some claim that the ability to delegate efficiently is an inborn trait; others say this ability can be taught and learned. Whatever the answer may be there are certain basic rules that can help a person become an effective supervisor.

The best measure of supervisory performance is the degree to which the steward can get his department to work satisfactorily. This naturally requires the delegation of work to others, since the steward can't be expected to be everywhere at the same time.

Some supervisors like to do every bit of the job themselves. They want to prove to themselves that they are totally competent to perform all parts of their own job as well as those jobs assigned to others.

If he does delegate a job the chances are that this type of supervisor doesn't want to or can't do the work himself. However, if others in the department are to develop confidence and grow in ability, a supervisor must delegate not only some jobs he dislikes to do but also those activities that he prefers.

When a worker is permitted to extend his efforts, he learns by doing those things which he can only absorb through experience. This builds up his own confidence, and prepares him to advance to a higher level of work.

The "no one can do this as well as I can" attitude implies the feeling that everyone else can't be trusted or is incompetent, and that the supervisor must build a fence around his job to insure his future. On the other hand, the supervisor who feels that the passing of responsibility is desirable, also has to be aware of the conditions under which this can be most effective.

In the first place, he must delegate to people who can perform their jobs properly and follow through successfully to achieve the desired result. When any job is delegated, this should not be done as a "buck-passing" device. If an assignment is made and no follow-through is provided, little that is worthwhile is accomplished. When a task is assigned, the

nature of the job and just what is expected of the individual should be carefully explained. In carrying out a procedure, people need the help, advice, and faith of others. A supervisor must show his staff that he has faith in their abilities to perform the job, and that he expects nothing short of a capable performance. Of course, the supervisor must have some means to check the performance of the person carrying out an assigned task. In order to maintain this communication, others in the operation must feel free to discuss their problems and report their progress and accomplishments at any time without being subject to criticism or reprimand.

In addition, every supervisor must have standards that he has set on the type and quantity of the services to be rendered, as well as the quality to be maintained. He must measure the work performed against these standards, and in doing so he has control over the work that has been delegated and assigned to others.

In the long run, a good-feeding ship necessarily reflects the kind of steward who knows what his job is and takes the steps to insure that it is done properly.

(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

for SIU MEMBERS!

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IN THE NEW YORK & BALTIMORE HALLS

## THE SIU INLAND BOATMAN

### IBU Wins Second Fleet In Gulf Oil Rig Field

HOUSTON—The Inland Boatmen's Union won a smashing National Labor Relations Board election victory at Tideland Marine Service Company this month. Winning by a 2-1 margin, the IBU rode right over attempts by the giant Humble Oil Company to deny union wages and conditions to workers manning boats servicing its Gulf offshore oil operations.

Tideland operates 11 crew boats for Humble in the Baytown area. Humble is the actual owner of the boats, which deliver supplies, mail and personnel around the clock to its offshore drilling operation.

The key IBU win at Tideland follows an earlier union victory at George E. Light & Company, which also services Humble rigs in the Gulf, out of Seabrook, Texas. Unwilling to accept the count in the other NLRB election last December, Humble then schemed to throw the workers out of their jobs. This maneuver was stopped cold by the IBU in February. A union contract was signed in May, incorporating an immediate \$50 monthly increase for all hands.

### IBU Strikes Texas Boats As 'Unfair'

PORT ARTHUR — A strike by captains, mates and engineers against D. M. Picton & Company for unfair tactics has received the complete support of SIU unlicensed boatmen.

The SIU Inland Boatmen's Union won an overwhelming National Labor Relations Board election victory at Picton early this year and then negotiated a top contract with the company in May. This provided its unlicensed crews with union conditions, pension and welfare protection and many other improvements.

Lack of this protection and coverage for licensed boatmen was demonstrated by a company attempt to cut back a sickness plan that assured some protection for the officers and also to require that captains and mates do the dispatching for company boats at night.

Picton operates four harbor boats and shift boats in the Port Arthur-Beaumont-Sabine area as well as a dredge. The strike has brought its operations to a standstill except for attempts to use scab boats in moving the dredge.

Picketlines were established outside the Adams Building here where the company has its offices and also on the waterfront itself.

The company's original sickness plan allowed full pay for up to 12 weeks and half pay for 44 weeks. Picton was trying to roll this limited protection back to a level of full pay for only four weeks and half pay for 12 weeks.

Captains, mates and chief engineers were not included in the unit. They voted 24-1 for IBU in the NLRB unlicensed election. The company's boatmen had been members of an independent union since 1946, but this organization was dissolved by its members last October.

Tideland also attempted to prevent its boatmen from obtaining the IBU representation they obviously wanted. It failed via a 12 to 6 vote in the latest NLRB election on Friday, July 13, which was a lucky day as far as company employees are concerned.

The IBU campaign at Tideland began May 2 when the company was calling itself Brown and Root Operators, Inc. Strong support for the IBU led to the filing of an election petition at the labor board two days after the drive began.

Once this happened, company lawyers went to work. The scheme was to change the company name to Tideland and have the IBU petition thrown out. However, by the 11th of May, a new petition was filed and the NLRB began processing the matter again.

Realizing the jig was up no matter what name it used, the company then tried to buy the 20 company boatmen by handing each man a \$55 per month wage increase. This didn't work out because the crewboat operators would not sell themselves out, continued their support for the IBU and demanded an election. They were also \$55 a month ahead.

On July 5, the NLRB ordered the election held a week later at Point Barrow, Texas.

Humble Oil is the nationwide petroleum operation of which Esso (Standard Oil of New Jersey) is a major division and which has consistently fought attempts by different unions to organize its workers.

### Lakes IBU Raps Army Dredge Bid

DETROIT — The Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union is strongly protesting a revision in the cost estimate of a St. Mary's River project made by the US Army Corps of Engineers that has idled 60 union members.

The Corps first estimated the labor cost as about \$800,000 for the job of removing the Gros Cap Reef to a minimum depth of 30 feet at a point about 15 miles northwest of Sault Ste. Marie at the head of the St. Mary's River. This estimate was made in April, 1962, and two IBU-contracted companies bid on the project.

In June, the Corps revised its estimate and came up with a figure of \$575,599. As a result over 60 tug and dredge workers from Dunbar & Sullivan and from Great Lakes Dredge & Dock are being denied work on the project. Instead, the job went to a Government crew.

In past years, the Corps has also taken action harmful to tug and dredge workers, such as awarding jobs to non-US companies and stimulating unfair competition by US Government equipment and crews.

### Visitors Eye SIU Job Call



Operations of SIU seniority shipping system were point of interest as Alphonce Okuku of Kenya; E. E. Beldege, general sec'y of Tanganyika Postal Employees Union, and H. Clement, US rep. of ICFTU, toured NY hall. Scene at counter during job call pictures SIU reps. Joe DiGeorge and Ed Mooney aiding in explanation of hiring procedure.

**GLOBE CARRIER (Maritime Overseas), Feb. 3—Chairman, P. O. Luketic; Secretary, D. Messmer. Repair list made up and given to captain. All men getting off ship asked to leave rooms clean. No beefs reported by department delegates.**

**ALAMAR (Calmar), Dec. 22—Chairman, Raymond Bunce; Secretary, Sidney Garner. Everything running smoothly. One man hospitalized in Panama.**

**SEATRAN NEW JERSEY (Seatrains), Feb. 25—Chairman, Pete Serrano; Secretary, J. Rielly. All delegates requested to turn in repair lists before arrival. \$27.25 in ship's fund.**

### DIGEST of SIU SHIP MEETINGS

No beefs reported. Crew asked not to throw trash on deck in passageway and to be quieter at night. Return books to messhall after reading.

**STEEL SEAFARER (Isthmian), Jan. 28—Chairman, Richard J. Grant; Secretary, L. Alexander. No beefs reported. Crew asked to chip in and make a ship's fund for stamps and telegrams.**

**STEEL VENDOR (Isthmian), Feb. 15—Chairman, Fred Shala; Secretary, John A. Smith. Clarence Hancock elected ship's delegate. Steward suggested hand vote on what meal crew wanted the pint of milk. Decided that breakfast would be the meal. Don't hold out any linen. Turn all soiled linen in on Fridays. \$19.95 in ship's fund. No beefs reported.**

**STEEL SURVEYOR (Isthmian), Feb. 3—Chairman, J. Blanchard; Secretary, G. K. LeStrange. Ship's delegate resigned. J. Vega elected. No beefs reported. \$11.62 in ship's treasury and \$470 in safety money in captain's safe. To be used for ship's fund.**

**MONTAUK (American Bulk), Feb. 11—Chairman, J. Flanagan; Secretary, R. I. Fagan. \$18.75 in ship's fund. Two men got off in the deck department and one in engine department with hospital slips. Write letter to headquarters stating that Union mail has been tampered with before the delegates even have a chance to see it. Request menus to have a little more variety.**

**AMES VICTORY (Victory Carriers), Dec. 4—Chairman, C. A. Bellamy; Secretary, William Jamisch. Safety meeting discussed by ship's delegate. No beefs reported by department delegates.**

**ROBIN HOOD (Robin Line), Feb. 17—Chairman, G. Stanley; Secretary, R. Sedowski. Crew asked to see purser for medical attention and supplies between 8 AM and 3 PM, unless an emergency arises. \$43.65 in ship's fund. Walter Fitch elected new ship's delegate. Men asked to bring cups back and not leave them out on deck.**

**ACHILLES (Newport Tankers), Feb. 25—Chairman, C. Collins; Secretary, A. Lesh. Repairs being taken care**

of by company as agreed. No beefs. Motion made to allow Seafarers to take vacation after six months at \$400 and one-month waiting period as proposed in letter to LOG. Delegates to see patrolman about company putting aboard sub-standard supplies, such as face soap, coffee, mustard, etc. Men asked not to remove ice cubes from water pitchers at mess tables.

**GLOBE PROGRESS (Maritime Overseas), Feb. 7—Chairman, Andy C. Noah; Secretary, S. F. Schuyler. Discussed lighting on main deck and safety committee with captain. Agreed to submit suggestions on safety by ship meetings. Request that manhole covers be painted white. Motion made to take safety list to captain for consideration.**

**Feb. 17—Chairman, Andy C. Noah; Secretary, S. F. Schuyler. Port light forward of after housing repaired. Not all dogs unfrozen as promised in last meeting by captain. Motion made to back oiler on beef with 3rd assistant. Ship's delegate and deck delegate to obtain clarification on tilting decks.**

**STEEL ROVER (Isthmian), Feb. 10—Chairman, Sanderlin; Secretary, E. Hansen. Everything running smoothly. Most repairs done. Received letters from ship's "Pen Pal" in Des Moines, Iowa. Donated \$10 to the American Friends Society. \$26 in ship's fund. Vote of thanks to steward department for job well done.**

**ROCKY POINT (Bull), March 18—Chairman, F. R. Hicks, Jr.; Secretary, C. E. Martin. Crew requests payoff once each month. Hand vote taken to see if members want to pay off this trip north or take a large draw. Decided to pay off this trip. Twenty-five cents per man requested for ship's fund. Vote of thanks to baker for coffeetime goodies every day.**

**CHATHAM (Sea-Land), Feb. 27—Chairman, James E. Higgins; Secretary, D. Backrak. No beefs reported. \$18 in ship's fund. Some disputed OT in deck and engine departments. Explanation of the current food plan and feeding problems given by steward was appreciated by all hands. Vote of thanks given to the steward department for the feeding.**

**SHORT HILLS (Sea-Land), Mar. 31—Chairman, J. Lee; Secretary, R. Barker. Ship's delegate reported no major beefs. Crew asked to cooperate in keeping laundry clean. Discussed closing of baggage room in some ports. Crew asked to take all beefs to delegates and let them settle same at payoff.**

**DE SOTO (Waterman), Mar. 20—Chairman, James King; Secretary, J. Castronover. Bob Hamlett elected new ship's delegate. \$16.75 in ship's fund. No beefs reported by department delegates. Poor mail service. No pressure in heads.**

**BEAUREGARD (Sea-Land), Apr. 3—Chairman, B. H. Brown; Secretary, C. W. Cothran. No beefs reported by department delegates. Steward reports BR refused to perform routine duties.**

**THETIS (Rye Marine), Apr. 8—Chairman, Walter Lundgren; Secretary, Simeon M. Simos. Ship is changed entirely. Everybody deserves a vote of thanks. Ship is clean with no beefs or disputed OT. \$1.00 left in ship's fund. Pantryman to help messman with rush in crew mess. All fore'side head doors to be closed during the night.**

## New Delay May Stall Ore Ships

HAMBURG—The West German shipyard where Bethlehem Steel is having two 51,000-ton ore carriers constructed appears to be caught in a financial wrangle that may delay completion of the vessels.

The yard is among the industrial and trading assets of Willy Schliecker, whose private company has just applied for debt consolidation. Hamburg's official receiver listed the main creditors of the company as two concerns who use the Schliecker firm as an outlet for their rolled steel products and tubes.

Schliecker yards have orders on hand for nearly \$50 million in ship construction, which would employ 4,000 workers in its modern facilities until late 1963. The official receiver has until August 7 to make proposals on the future of the shipyard.

Bethlehem last year applied for a construction differential subsidy so that the two ships could be built in the United States. However, Commerce Secretary Luther Hodges overturned the Maritime Subsidy Board's approval of the subsidy application. Bethlehem finally arranged to have the ships built in Germany. The subsidy would have provided funds to even off the higher cost of US construction.

## Court Nixes River Port Dual Rates

WASHINGTON—The US Court of Appeals here has upheld a Federal Maritime Board decision which turned down attempts of a steamship conference to extend its dual-rate system to a river port.

The court agreed with an FMB ruling that the attempt to institute dual-rate arrangements for river ports violated the 1916 Shipping Act. It ordered that Swift and Company, which had to pay higher rates, be paid reparations by the conference.

In 1958 Swift created a barge line to transport lard from St. Louis to Cuba. Shipments were started in the spring of '58 but were suspended in the fall by a Cuban government decree. Swift then shifted its Cuba traffic to West India Fruit and Steamship Company.

However, during 1958, a conference of steamship companies attempted to extend its dual-rate system to St. Louis. Under this arrangement, the lines would grant lower rates to shippers who used their ports and services exclusively. Swift refused to become a party to the agreement and had paid the higher rate of a non-conference member on West India-carried cargoes.





**SIU Cable Ship Crewing Up Soon**



World's largest cable ship, shown at launching in Hamburg, is aptly named the Long Lines and will be operated by Isthmian with an SIU crew. Once the vessel is manned, crew will take part in shakedown training before heading out on first cable-laying voyage in the Caribbean. The odd-looking bow houses a reversible propeller which gives the vessel extra maneuverability.

**RR Job Cut Pattern Growing**

**NEW YORK**—Job cuts and new work rules was the pat answer offered this month by another Presidential commission investigating manning disputes in the railroad field. The action this time was by the Railroad Lighter Captains Commission appointed to look into man-

ning issues affecting workers on railroad lighters and scows in this harbor. The issue involving lighter captains is similar to the dispute involving members of the SIU Railway Marine Region that was studied by the Railroad Marine Workers Commission this Spring. The tug workers panel made the same type of job-cutting recommendations in its report on June 13, which provoked a strong dissent from the RMR and two other unions.

The ironic connection between both investigations is the fact that the commission findings regarding railroad tug crews and floatmen were influenced by the misleading testimony of a management witness regarding the lighter captains. Seeking to justify job cuts on the tugs, the witness had cited "evidence" that the lighter operations were about the same and were being handled by fewer men.

Actually, lighter captains were being replaced by extra men on tugs hauling the lighters and scows and these extra men were per-

forming the same type of work done by floatmen on RMR-manned boats.

The three-man lighter commis-

**SIU Cruise Boat Hosts MTD Fete**

**BALTIMORE** — It's not often that SIU boatmen who man the MV Port Welcome get a chance to take their fellow maritime workers on a pleasure cruise, but just such an event took place here on July 25th.

The Port Welcome was the scene of a gala moonlight cruise social sponsored by the Baltimore Port Council of the Maritime Trades Department, AFL-CIO.

The vessel departed from Recreation Pier here with those aboard really "hitting the deck" as they danced to the strains of an orchestra provided for the occasion. Special entertainment was also provided later on in the evening for the 250 MTD brothers and their guests.

The vessel is operated by the Port of Baltimore on a charter basis. It carries local groups and organizations on overnight pleasure cruises to Philadelphia and also operates on short voyages around Baltimore harbor and the Chesapeake Bay area.

sion submitted its report on July 11 covering job issues affecting members of the Lighter Captains Union Local 996 of the International Longshoremen's Association. The union's representative on the panel vigorously dissented to the recommendations proposing elimination of 50 percent of the present jobs besides giving the railroads full authority to shift around assignments of the remaining workers.

At present, each lighter captain remains on a single vessel during his tour of duty. There are about 575 regularly-assigned lighter captains working on non-self-propelled barges and scows used by the railroads here.

Meanwhile, issues involving the SIU rail tugmen remain the same. The union continued discussions with the other unions in the tug dispute, the Marine Engineers Beneficial Association and the Masters, Mates & Pilots, and all are awaiting further developments in the long-pending dispute.

Officials of the five railroad operating brotherhoods are also meeting to plan a course of action against a massive job-cutting program which the nation's railroads propose to start on August 16 in their shoreside train operations. These cuts are said to follow the recommendations of the separate Presidential Railroad Commission that earlier looked into manning issues ashore. The job slashes in train operations were announced in a 40-page memorandum issued by the railroads putting work rule changes into effect.

**THE CANADIAN SEAFARER**



**New Canada SIU Pacts Set First 40-Hour Week**

**MONTREAL**—The SIU of Canada and 35 Great Lakes shipping companies have signed precedent-setting two-year agreements calling for the establishment of the 40-hour workweek at sea in most of Canadian maritime starting with the 1963-1964 shipping season.

Negotiations are underway with six more companies and it's also reported that strike votes were being taken in four more fleets over acceptance or rejection of Canadian conciliation board awards.

Besides establishing the shorter workweek with no reduction in pay, the new pacts also call for a 75 percent increase in company welfare contributions. Attempts by some companies to slash wages, set up extended hours of work and eliminate many important benefits such as overtime and the union hiring hall were soundly rejected in the pattern contract reached last month. The agreement remains in force until May, 1964.

The Canadian SIU's Licensed Division has signed separate agreements with a majority of the companies operating on the Great Lakes covering deck officers and engineers. Under the terms of these pacts, licensed officers will also start working a 40-hour week at sea beginning with next season. The officers' contracts call for a three percent wage increase as well as an increase in welfare contribution by the companies.

Reduction in working hours will be made in two stages under the terms of the contracts for unlicensed and licensed men. The first step will take place this year with a 42-hour week being instituted. During the 1963-'64 season the 40-hour week will take effect starting at fitout.

The attempt to undercut SIU standards on the Canadian side of the Lakes was made by Upper Lakes Shipping, which ran out on

its contract with the SIU of Canada, locked out the regular crews and is now manning its ships with unskilled, scab personnel. The SIU is now striking Upper Lakes. (See separate story below and on Page 3.)

Interestingly enough, while resisting the 40-hour week on its ships under SIU contract, Upper Lakes saw fit to institute the reduced work week on vessels of subsidiaries last year. This obvious attempt to woo the support of SIU men for its union-busting campaign proved unsuccessful.

**Old Vessel In Service As Wharf**

**THOROLD**—A strange looking object protruding from the harbor's waters here brings back memories for Canadian seamen.

The object is the old canaler Queenston, which was operated by the SIU of Canada-contracted Misener Steamship Company a few years ago. The boat is now being used as a makeshift wharf for small boats in the harbor.

Fondly remembered as an old plodder of pre-Seaway days, the Queenston was purposely beached in the harbor and then made secure for her new job. To complete the unusual project, grass has been planted on her to blend with the shore and she is beginning to look like a natural extension of the land. Any resemblance between her former appearance and the way she looks today is non-existent.

Seamen are pleased to know that the boat is still actively contributing to maritime instead of meeting the fate of most other old ships that either go to the breakers or else go into "mothball" status

**SIU Book Bares Norris Ties**

**MONTREAL**—The SIU of Canada has issued a 28-page booklet to describe "The Strange Conspiracy To Destroy The Standards And Security of Canadian Workers."

The booklet relates details of the conspiracy engineered by the Norris industrial interests, including the Upper Lakes Shipping Ltd., which are utilizing their vast holdings in the US and Canada to engage in union-busting on both sides of the Great Lakes.

In a dispute developed over the past 15 months, Upper Lakes and its subsidiaries have openly engaged in lockouts and other attempts to provoke disputes with the SIU, break its contract and install a company union, despite a contractual relationship with the SIU extending over a ten-year-period since 1951. The nature of the Norris interests, which have achieved notoriety in other areas, are tellingly described and detailed in the booklet, which is addressed to all Canadian trade unionists.

Noting that the nature of the dispute with the Norris-Upper Lakes interests has been obscured everywhere despite its clear origin in union-busting, the SIU has called on all trade unionists to recognize the company's scheme as a formula to undercut union standards throughout Canada.

The cynical operation of the conspiracy is clearly exposed in the booklet, which devotes one section to photographs of the nearly 300 Canadian seamen victimized and locked out of their jobs with Upper Lakes since last April.

Copies of the book can be obtained from the headquarters office of the SIU in Canada, at 634 St. James St. West, Montreal, Quebec, or through the SEAFARERS LOG.

**MEET YOUR DELEGATE**

The ideal candidate for the post of ship's delegate is a day worker, Seafarer Robert "Curley" Nielsen suggested after his tour as delegate aboard the Madaket (Waterman).

"A dayman has the time for paper work more than the man who is tied up on watch," Nielsen explained. In addition, any shipboard beefs that require lengthy consideration and discussion can be negotiated more efficiently.

Sailing since 1943 when he first went to sea aboard the Del Sud to England, Nielsen has been elected engine department dele-

gate many times over. His first tour as ship's delegate was aboard the Steel Artisan (Isthmian) in 1947. Nielsen claims the distinction as the first SIU ship's delegate aboard the company's vessels when it came under Union contract.

"It was a tough job at first getting them to understand how the SIU contract was a binding agreement. Most of the officers and company people were slow to accept this fact. But they came around after some patient explanations," he remarked.

One unwritten guide that Nielsen applies as ship's delegate is to explain the responsibilities of their jobs to newly-elected department delegates. He points out what the contract provides and every crew-member's obligation to adhere to it.

To clear time for beef settlements, he likes to set up a schedule for having disputed overtime lists submitted by department dele-

gates. "A ship's delegate shouldn't have to go running all over at the last minute trying to get them," he said.

"Since we're often away for long stretches, mail is welcome," Nielsen declared. "The chief mate should parcel out mail to each department delegate for faster distribution."

The 49-year-old Seafarer, a native of Galveston, says that the one matter that shouldn't be handled by a ship's delegate is time off. "Department delegates know the score better on this."

Summing up his 19 years of seafaring, Nielsen believes that every SIU man should accept the backing of his shipmates when elected delegate. "If you refuse, you only make them pick a man whom they thought wasn't as capable on the job or didn't have the time for it," he added.



Nielsen

**Put Postal Zone On LOG Address**

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

## Del Mar Tops Delta Safety Contest



Winner of 1961 Delta Line fleet safety contest, SIU-manned cruise ship *Del Mar* received company plaque at ceremony on the vessel in New Orleans. The ship was in 6th place during 1960 competition. Pictured (l-r) Seafarer Maxwell Wadlington, deck safety delegate; chief engineer Robert Love; Seafarer Vic Romolo, chief steward; Capt. E. R. Seaman, Delta safety director; Capt. John Kourian, master, *Del Mar*; James L. Cox, chief mate; and Seafarers Henry Maas, bosun, and V. M. Frederiksen, engine safety delegate.

## Ammo Ship Had Frisco In A Boil

**SAN FRANCISCO** — The SS *Transyork*, under charter to the Military Sea Transportation Service, lay anchored for five days off the southern tip of San Francisco with enough explosives on board to blow up the entire southern portion of the city.

The SIU-contracted vessel arrived at the Concord Naval Ammunition Depot here from Vietnam in June and then took on 6,500 tons of explosives for overseas delivery. The eventual destination of the vessel was not divulged because of security regulations.

While getting underway from the Concord Depot she burned out one of her boilers, and the ship's master received permission from the Coast Guard to put in to anchorage 14, one of San Francisco Bay's two explosive areas, to make repairs.

Anchorage 14 is located off Hunter's Point, one of the more populated areas of the city, and although there was no threat of explosion at any time, port officials expressed concern over the ship's presence.

Repairs were at first thought to be minor but, after a thorough check of the damage, it was estimated that it would take three weeks to complete the work.

On the basis of this information, it was decided to move the 12,000-ton vessel back to the Concord Naval Ammunition Depot until she was ready for sea again.

## Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come for them. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

## YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

### Watch Those 'Miracle Ingredients'

Have you noticed the current TV commercials for several branded household cleaners, boasting they have added powerful new cleaning ingredients—which in several cases have turned out to be ammonia and chlorine bleach?

The irony is that these are inexpensive old standbys, and we don't need to pay a high price for expensive branded compounds to get their advantage. Plain old kerosene is another ingredient sometimes used in today's liquid cleaners to give them dirt-chasing power. In another case, a manufacturer of steel-wool pads is proclaiming that he has added detergent to his pads. Well, so can we, to ordinary pads.

In a time when the latest miracle drug promoted for excess acidity often turns out to be basically bicarbonate of soda, many families can save money over and over simply by reading the lists of ingredients on various household products and packaged foods. The information often is there just for the reading.

For example, Oakite, Spic And Span, and many packaged paint cleaners, have as a basic ingredient TSP (trisodium phosphate), a chemical long used as a cleaner and water softener, and sold by some paint and hardware stores at low prices by the pound.

Similarly, many expensive toiletries are being promoted as containing "lanolin." This is another example of the lengths manufacturers and their advertising men must resort to, to sell ordinary ingredients under brand names.

Alert consumers long have realized that many expensive creams and lotions are based on lanolin and glycerine, which can be bought inexpensively in drug stores without the perfume, under their own names.

Another group of products which command a high price in relation to the value of their ingredients, are the brand-name porcelain cleaners and scouring powders. These usually have as their base whiting, a soft, non-scratching powder, plus a little detergent or trisodium phosphate. Whiting is sold by paint stores for a fraction of the price of the branded products. Many liquid glass cleaners are simply a little alcohol and a lot of water, colored with a blue dye. You can buy a bottle of the cheapest isopropyl alcohol at a drug store, dilute one part alcohol with four parts of water, and give it any brand name you want.

The multiplication and duplication of various types of cleaning and laundry aids has led manufacturers increasingly to seek merchandising advantages by adding another commonplace ingredient or a different kind of package. The "modern" mild dry bleaches now being promoted are merely the familiar old sodium perborate powder under various brand names and in new forms such as beads and pre-measured packets. The price under different names varies as much as 50 percent.

In many other products you can avoid unnecessarily high prices if you read the ingredients. For example, if you buy garden supplies later this summer to renovate your lawn, notice that the package has a legally-required seed label telling you what you are getting (amount of pure seed, varieties, etc.). Fertilizers and lawn foods state on the package the percentages of nitrogen, phosphate, etc. This enables you to see what each brand offers at its price, and avoid the high prices charged for fertilizers under some clever-sounding, easy-to-say brand names.

In buying processed foods, it has become especially important to read the ingredients to know what you are getting. For food products for which no identity has been set, the label must list the ingredients in order of relative amount. The first on the list is the largest single ingredient, the second is next largest, and so on.

This is a valuable rule. But often shoppers do not look beyond the picture of the food on the package, surveys have found. As this department has been warning, people who buy without checking the ingredients may be paying heavily for some cheap ingredients, for example, as much as a dollar a pound for such fillers as rice, bread crumbs and even water.

In margarines, too, while all must meet the same Federal standard, prices range from as little as 15 cents a pound for store private brands to 39 cents or more for special brands with additional ingredients. One reason for the extra cost is the extra profit margins on the higher-priced brands, as is usual with most deluxe products. Store profit margins on higher-priced margarines average 5.4 cents; on lower-priced, 3.7, a US Agriculture Department survey found.

## THE SIU INDUSTRIAL WORKER



## UIW Wins New Wage Pact At New York Casting Plant

**PLAINVIEW, NY**—The SIU's United Industrial Workers reached agreement with the American Casting Company for a new two-year contract that grants the 51 UIW members at the plant substantial increases in wages and piecework rates plus other important benefits.

Union members at the plant voted unanimously for the contract that provides a six percent hourly wage and piecework rate increase, full retention of seniority rights in the event of layoffs and complete coverage under the UIW health and welfare program. Workers at the plant have been represented by the UIW since 1958.

Effective until September, 1964, the new agreement also calls for a guaranteed minimum wage, extended coffee break periods and additional vacation time ranging from two to five more days depending on the length of employment. The number of legal holidays allotted to employees has also been increased from nine to ten.

Joe Podlaski, shop steward at American Casting since the UIW won bargaining rights in 1958, cited the feeling of the shop in lauding the union for "getting all the things we asked." The boost in piecework rates was viewed as a particularly welcome improvement.

American Casting is engaged in the manufacture of lead products used as seals for money bags, car doors, trucks, electric and gas meters, and milk containers.

## Begin Voting On Regional UIW Set-Up

A secret ballot mail referendum is now underway among members of the SIU United Industrial Workers on proposed regional constitutions for the Atlantic and Gulf areas of the union.

The balloting is part of a program to assist the continued growth and advancement of the UIW and its membership. The voting involves separate balloting by members in each area on the proposed constitution for their own region. If adopted, the regional constitutions do not affect the basic UIW constitution adopted over a year ago to govern the overall affairs of the union.

A regional constitution cannot become effective until the membership of the region approves the document by a majority vote in secret ballot.

Voting began on July 23 in line with voting instructions mailed directly to each member along with a copy of the proposed constitutional document. The mail balloting will close on midnight, August 20, to allow members an ample opportunity to study the document.

### Committee Draft

The proposals were drafted by a Constitutional Committee designated at the first annual convention of the UIW last year.

The document for each region provides for an administrative structure that gives additional representation to members in the area and is designed to assure full membership participation in all union activities and affairs.

Provision is made for the first regional elections in June, 1963. Until that time, interim officers will serve without pay to help effectuate the purposes of the proposed constitution.

All mail ballots will remain in a special Post Office box until August 21, when the Secretary-Treasurer, with a three-man Tallying Committee to be elected at 8 AM that day, will pick up the ballots and conduct the vote count. If adopted, each regional constitution will go into effect immediately.

## Draws Thanks



Dad Wallace Folsom holds Thomas, 2, as Willis Dobson (right) gladhands the youngster, who drew number held by Dobson for bond prize awarded at UIW meeting in NY. Folsom works at Independent Cordage plant and Dobson is Jay-Kay shop member.

## Blood Bank Aids Quick Recovery

**NEW YORK** — Millie Williams, a member of the SIU United Industrial Workers employed at Jay Kay Specialties, found out how important a Union blood bank can be when she had to enter Kings County General Hospital this month for medical treatment.

A limited supply of blood was needed for her condition and the necessary amount was quickly secured from the blood bank maintained by the SIU.

Sister Williams lives in Brooklyn and works in the mezzanine department at Jay Kay. The department turns out the extension cords and bearings that go into the wide variety of household kitchen appliances that Jay Kay manufactures at its two New York area plants.

She is reported to be making a fine recovery and is one of many members whose health has been assisted by the contribution of the blood bank.

## SIU LEGISLATIVE DEPARTMENT



**TANKERS**—The Petroleum Industry Research Foundation's opposition to the request of the American Maritime Association seeking participation for independent American-flag tankers under the oil import quota program, has been met head-on. In a letter to Edward A. McDermott, acting director of the Office of Emergency Planning, AMA renewed its request to meet with the President's Petroleum Study Committee to outline the condition of the American tanker fleet. AMA has urged that at least 50 percent of crude and unfinished oil imports be transported in vessels registered under US law, owned, at least 75 percent, by US citizens and having coastwise privileges. In answer to PIRF's statement that carriage of import quotas in American vessels would make more independent foreign-flag tankers available to the USSR, AMA pointed out that the Soviets have been able to charter all the free world tonnage they require under existing circumstances. The AMA's proposal "would at least force these people to the extent that if they determined to carry Soviet cargoes they would be excluded from the carriage of American oil cargoes. Those shipowners who are not deriving income from both sources would find more security in carrying American cargo, which would result in a lesser number of ships being available to the Soviets. Lower foreign-flag tanker rates when available are utilized by this country and other countries of the world and provide a note of competitive advantage to the Soviets."

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**AUTOMATION**—Donald W. Alexander, Maritime Administrator, recently told a House Appropriations subcommittee that "our concept of automation and mechanization is that it is about 50 percent a technical problem and at least 50 percent a sociological problem." The Maritime Administrator noted that this country must go forward with its program for study of automation and mechanization because, if it does not, its competitive merchant marines, the Russian and Japanese, are going to have automated ships and the US will be unable to compete economically. He appeared before the House Appropriations subcommittee in behalf of the proposed maritime funds recommended in the 1963 budget. When asked why the amount of cargo carried by American ships has not increased greatly in view of the operating subsidies paid over the years, Alexander replied that in the liner service American ships were carrying about 30 percent of the cargo and that has been fairly steady, but that there has been a fall-off in the bulk cargo and the tanker fleets, which were not subsidized.

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**CARGO PREFERENCE**—The Defense Department has directed that the US Cargo Preference Law be complied with in connection with invitations to bids relative to construction work in Okinawa. Robert S. McNamara, Defense Secretary, stated "that the Kin power plant project falls within the intent of the Cargo Preference Act and I have instructed the Department of the Army to amend their bids for invitations accordingly. I share your concern over the state of the shipping industry and assure you we will continue to implement the Cargo Preference laws." The letter from the Secretary was prompted by an inquiry from Sen. Magnuson who had referred to allegations that responsible officers of the Army Corps of Engineers made it clear to protesting shipping industry representatives that they did not feel there was any requirement to include US-flag participation in certain contracts on Okinawa.

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**RUNAWAY FLAGS**—The government of Panama, siding with other foreign nations, has taken the position in a protest filed with the US Supreme Court, that no US agency or court has the right to interfere with labor matters on any foreign-flag vessel. Following moves by the government of Great Britain and Liberia, Panama submitted its protest to the high court against intervention by US courts and the National Labor Relations Board in international maritime laws. Panama also held the US responsible for its drop from the eighth largest shipowner nation in the world to the twelfth. The brief was filed on behalf of Panama by Herbert Brownell, former US Attorney-General, and emphasized that Panama had its own labor code covering crew employment and that it wanted no interference from the US.

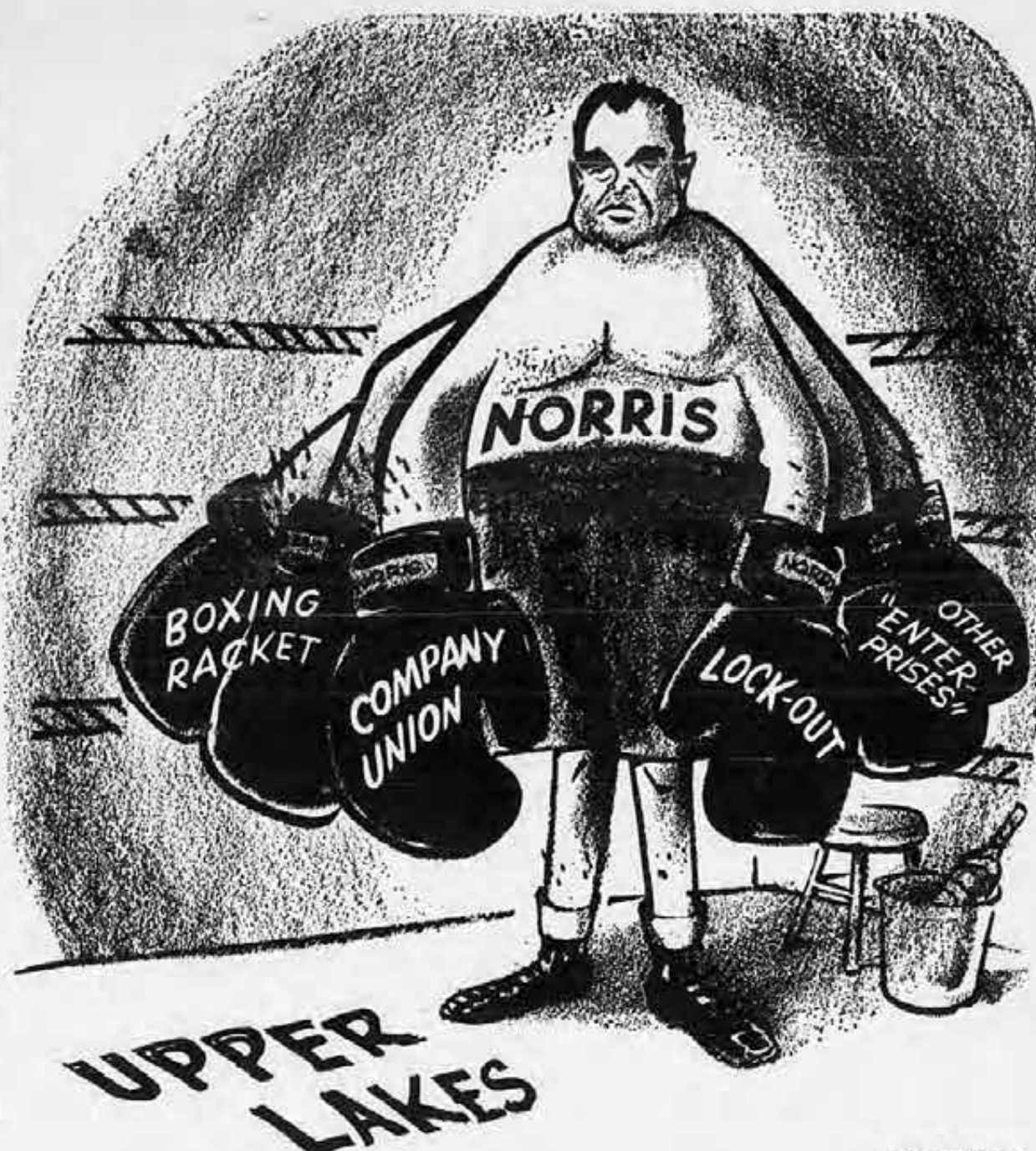
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**RESEARCH AND DEVELOPMENT**—According to a recent study by the Maritime Administration of the possible applications of ground effects machines in merchant marine transportation, ground effects machines are not "presently suitable for commercial operation over rough water." These machines operate on the principle that the weight of the vehicle is supported by a cushion of air slightly above the water or the ground. The report concluded that "many difficult technical problems remain to be solved before a satisfactory commercial GEM can be realized." The report further stated that the present state of GEM technology and economics is so incomplete as to make premature any conclusions as to the feasibility of general application in the merchant marine field. It is estimated that an experimental 100-ton commercial vessel for coastwise operation would cost \$5-\$6 million to construct plus design costs.

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**MARITIME LAW**—The Senate Committee on Commerce has reported in amended form to the Senate S. 2313 and S. 2314. The bills are designed to unify apportionment of liability in collisions and other maritime casualties, and to limit the liability of shipowners. S. 2313 is a bill to unify apportionment of liability in cases of collision between vessels, and in other maritime casualties. The bill is designed to enhance world-wide conformity in admiralty and maritime law by bringing United States law in these fields into general harmony with the laws of other major maritime powers. S. 2314 is a bill to limit the liability of shipowners. It would repeal the present Limitation of Liability Act and constitute therefore a new act, the basic purposes of which are (a) to afford shipowners the right of limitation of liability, under certain circumstances, to a fixed amount based on the tonnage of the vessel, and (b) to bring the system of liability limitation in the United States into harmony with that of other major maritime nations.

## 'Kid Octopus'



GANAN

Back in the days when the Norris family had established a stranglehold on the boxing industry and on the right of professional boxers to earn a living, the Norris combine was dubbed by sports writers as "Octopus, Inc." Today the same Norris combine is spearheading a brazen attempt to impose company-controlled "unionism" on the Canadian shipping industry.

It is this attempt by the Norris combine which is at the root of the controversy between the SIU and other unions affiliated with the Maritime Trades Department, and the Norris-owned Canadian-flag Upper Lakes Shipping Company—a controversy which has involved all areas of the Great Lakes and the St. Lawrence River from Duluth to Quebec.

The central fact of this dispute is simply described. After ten years of unbroken contract relationships with the SIU of Canada, Upper Lakes Shipping signed a backdoor agreement with a so-called "union" created specifically for that purpose. This backdoor agreement came in the midst of negotiations on a new contract with the SIU of Canada.

Once it had completed this backdoor, sweetheart deal, Upper Lakes proceeded to lock out some 300 men and women who had been employed on its ships for periods up to 15 years, simply because they refused to drop their membership in the SIU of Canada. The company manned its ships with scabs and has been sailing its vessels behind picketlines ever since.

Clearly, if the tactics of the Norris combine were accepted without protest, they could lead to chaos in American and Canadian labor relations, both in shipping and in

shoreside industry. These are the same tactics which have been condemned by the legitimate trade union movement — tactics which have long been employed by the bitter foes of unions, such as some of the major international oil companies.

It should be remembered that the Norris combine's operations go far beyond a single Canadian-flag shipping company. They involve banks, railroads, real estate, sports arenas, grain mills, bakeries, steel companies, drydocks, grain elevators, sugar, racing stables and a variety of other enterprises in such locations as Miami, Chicago, Detroit, St. Louis, Toronto and Montreal.

If the Norris combine can achieve success in its attack on Canadian seamen's standards, the next victims will be shoreside employees of the Norris interests in plants throughout the US and Canada.

Thus far, the Norris combine has distinguished itself by two characteristics—its accumulation of untold hundreds of millions in assets and its unparalleled greed for more wealth no matter who is hurt in the process. The option then, for trade unions in this situation, is clear cut.

They must preserve the long-established rights and contract standards of legitimate trade unionism. They must fight against all attempts to institute backdoor, company-controlled unionism.

To do otherwise would be to assist rapacious business enterprises in a deliberate union-busting program. Those who lend their support to the company union out of personal pique or jealousy are simply betraying their own best interests and those of the union men and women they represent.

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## Strikebreakers Taboo In Louisiana

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## THE FISHERMAN and CANNERY WORKER

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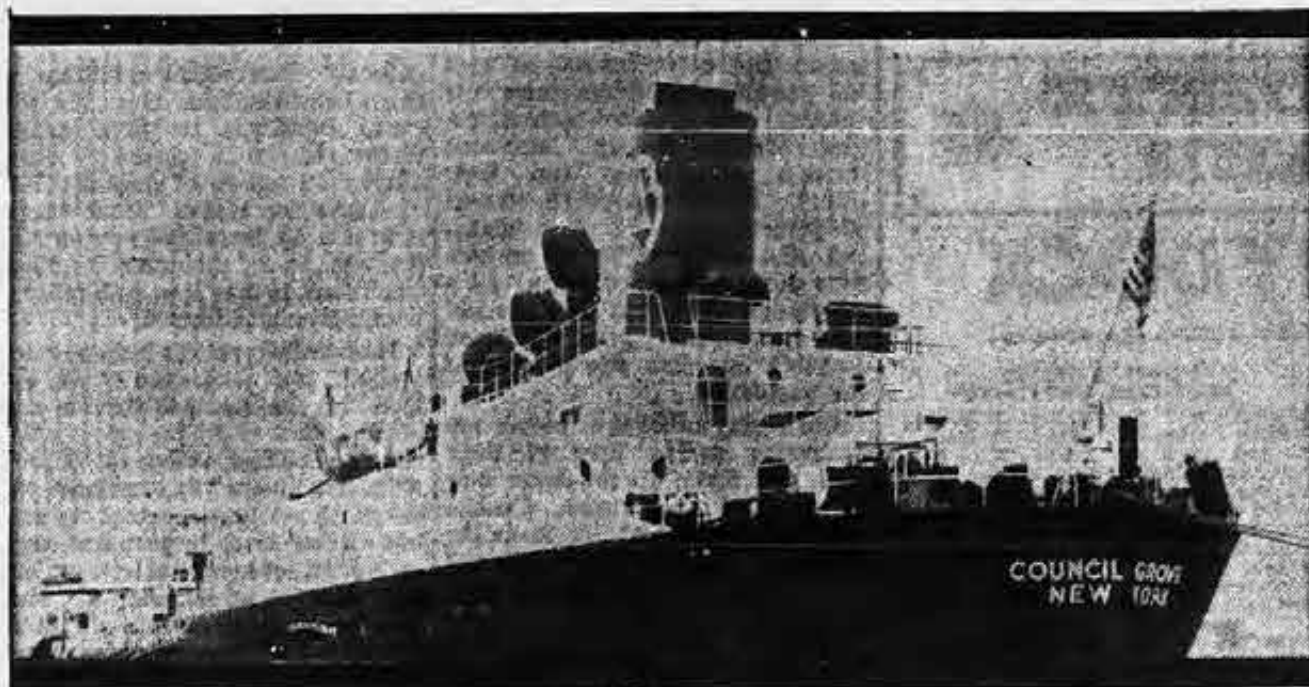
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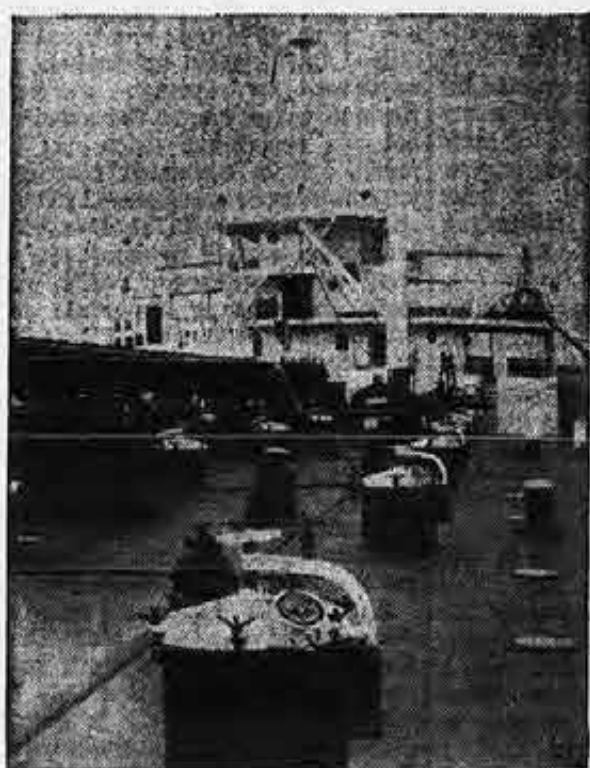
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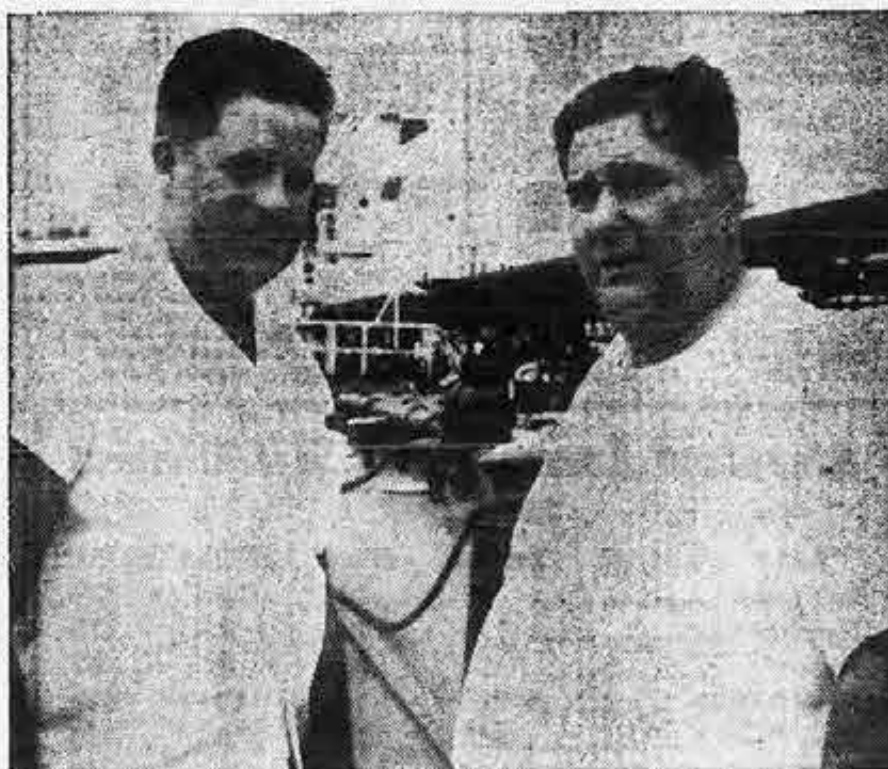
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With lines connected up, Seafarer George McCurley gives valve a turn to start pumping.



Tom Lowe lends assist on pumping job, opens valve so shore line can take cargo ashore.



On the receiving end, at chowtime in the Council Grove's messhall, are J. Guillory and the bosun. Steward department members are in background.

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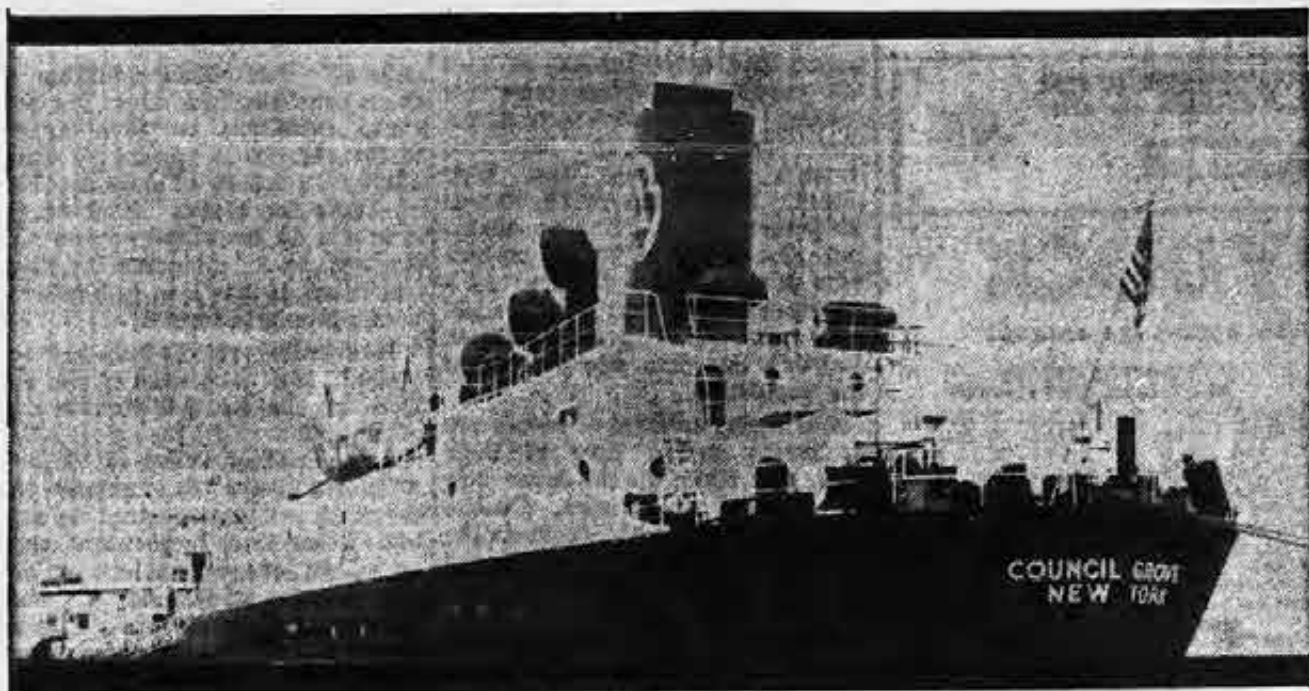
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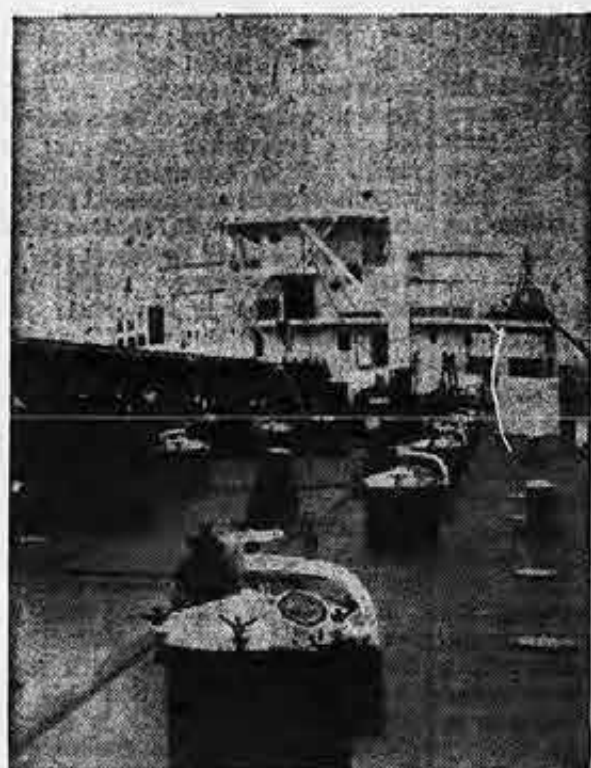
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Everything's running smoothly is the report of deck delegate L. Pitre (left), as he chats with SIU rep. Ed Riley.



With lines connected up, Seafarer George McCurley gives valve a turn to start pumping.



Tom Lowe lends assist on pumping job, opens valve so shore line can take cargo ashore.



On the receiving end, at chowtime in the Council Grove's messhall, are J. Guillory and the bosun. Steward department members are in background.

# Bethtex Launches New Plant

BALTIMORE—Bethlehem Steel Company's new multi-million dollar marine terminal at its Sparrows Point plant went into operation early this month when the SIU-contracted Bethtex (Ore Navigation) took on a load of finished steel products for delivery to Florida and Gulf Coast ports.

Replacing the old High Pier built in 1890, the new Penn-wood Wharf took over two years to build and its estimated cost when plans were first made public was \$15 million. Products from company plants at Williamsport, Bethlehem and Lebanon, Pa., will also move through the new facility.

The terminal is located at the eastern end of Sparrows Point and

centers around an 870-foot wharf built on steel piling up to 160 feet long. A 33-foot deep, 250-foot wide channel leads from the main ship channel into the 1,000-foot turning basin. More than four million cubic yards of material were dredged for the basin.

Shoreside facilities include a 505-foot long, 100-foot wide heated warehouse able to store 20,000 tons

of finished products. Two 25-ton overhead cranes and seven fork-lift trucks ranging up to 25-ton capacity service the warehouse.

At present, the pier can accommodate two ships but is being expanded to ultimately service four vessels. Docksides cranes are also planned for the future. Other SIU-manned ships are shortly expected to use the facility.

## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

### Eye Care Facts And Fantasy

According to statistics, more than 50 out of every 100 Americans have eye trouble. Seventy-seven million persons in the United States wear eyeglasses, while it is reported that over eight million contact lenses have been dispensed. There are also over two million people who do not have adequate vision even with glasses, and about one million are blind. Thirty thousand more become blind each year from one cause or another.

With the increase in the number of elderly people each year due to increased longevity, the number of those with defective vision will continue to increase. It is re-

ported that only five out of each 100 pre-school children have eye defects. The number with defective vision rapidly increases through elementary and high school. At the age of 40, almost 50 percent have defective vision and, at the age of 70, 95 percent have developed eye defects. As a matter of fact, very few people have absolutely perfect vision, probably less than one percent of the population.

Obviously, millions of people are neglecting proper care of their eyes, and many do not know how to safeguard their vision. On the other hand, many who do know the basic facts of good eye health fail to take this care, or delay such care until it is too late.

Doctor John K. Covey, with Carl Bakal, writing in "Today's Health," discusses some of the myths and facts about eye care in question and answer form.

**Can watching television too long cause eye strain?** No! Television will not harm healthy eyes. However, watching television may make you aware of any existing eye defects. If you spend many hours at a time in front of your TV, without resting your eyes, you can suffer eye fatigue. If your eyes tire easily it is best that you have them examined by your doctor.

**Can you cure nearsightedness by wearing glasses?** No! You cannot cure or arrest nearsightedness by wearing glasses nor can you improve them by not wearing glasses. Rarely will glasses or exercise improve nearsightedness. The condition usually progresses until twenty years of age.

**Can you be nearly blind in one eye and not know it?** Yes! The good eye may adjust to carry the whole visual load automatically. Thus a child may be born with a refractive error or other visual defect and the condition not be recognized for years.

**Can children usually outgrow crossed eyes?** No! Crossed eyes should be treated as early as possible if some loss of sight is to be prevented. Crossed eyes is caused by eye muscle imbalance. The usual treatment is glasses, exercises, surgery or a combination of these.

**Can common "red eye" be dan-**

gerous? Yes! This condition is often considered harmless but can cause blindness or even death. If the redness is caused by virus allergy or specks of dust there is no cause for alarm. However, if it is due to increased pressure in the eye, as in glaucoma or other conditions, it may lead to blindness unless promptly treated.

**Does eating carrots help you see better?** No! Not even if you eat them by the carload. Carrots and other yellow and green vegetables are an excellent source of Vitamin A which helps to produce the chemical reaction involved in seeing. Other foods in your diet, such as butter, cheese and cream, are good sources of Vitamin A. This vitamin is required in such small amounts that it is almost impossible, with an American diet, to deprive yourself of sufficient amount of this vitamin to weaken your eyesight.

**Can Glaucoma be cured?** No! Glaucoma can be arrested once it has been detected and treated, either by regular application of eyedrops or through surgery. Normal vision cannot be restored but the remaining vision can be saved. It is estimated that one million Americans have glaucoma and do not know it, because they are rarely warned by symptoms of pain or discomfort. That's why early detection is important and every one over 40 should have his eyes tested.

**Can reading on trains and buses harm the eyes?** No! The eyes may tire on occasion, at which time you should stop reading. Should one suffer discomfort such as headache, nausea, blurred vision or watering of the eyes, you should get a medical eye examination.

**Are contact lenses as safe as conventional glasses?** No! Contact lenses should be worn only on the recommendation of an ophthalmologist. There is always danger of trauma to the cornea. The wearer of contact lenses should be periodically checked by an eye specialist.

**Is rapid improvement of vision in elderly people a good sign?** No! Many oldsters are encouraged that they can read a newspaper without glasses, where formerly glasses were required to see anything at reading distance. This transition to good vision or "second sight" may occur over a period of days or weeks. The phenomenon means that a cataract is forming and may be explained by the fact, in the early stage of cataract formation, that the lens of the eye becomes swollen and therefore focuses at a nearer distance than before. Second sight may also be caused by a sudden rise in blood sugar as in the case of diabetes.

**Should children have an eye examination before the age of six?** Yes! Children should have a medical eye examination at three or four years of age. They usually cooperate at this age and this will permit any existing eye condition to be corrected as early as possible.

(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

## SIU SOCIAL SECURITY BULLETIN BOARD

### SEAFARERS IN DRYDOCK

The following is the latest available list of Seafarers in hospitals around the country:

**USPHS HOSPITAL NEW ORLEANS, LA.**  
 W. W. Addington Oscar Lee  
 Samuel Bailey Robert Lowe  
 Arcellous Bankston Oscar Manifold  
 Oscar Bird William Massey  
 Colon Boutwell Charles McPherson  
 Ervin Bradley Demetrius Mlafas  
 Roderick Brooks Rosinda Mora  
 Gerald Coll, Sr. Percy Mouton  
 Robert Cossiboina John Hannosian  
 James Creel Harry Peeler  
 Thomas Dailey Calvin Rome  
 Gordon Dalman Aubrey Sargent  
 William Dyal Joseph Scarsmuts  
 Mairie Ellis Russell Schaeffer  
 Louis Estrada Ralph Subst  
 Alfred Fahn John Talbot  
 Carl Feary William Thiemonge  
 Hector Felix Hughes Towns  
 Geroge Fox Lloyd Turnage  
 Eugene Gallaspy Paul Turner  
 Needham Galloway Erwin Vial  
 James Glisson William Wallace  
 Lewis Griffin James Watson  
 Hayden Henry Eugene William  
 Charles Hickox Herbert Young  
 William Kirby Anthony Zalch

**USPHS HOSPITAL GALVESTON, TEXAS**  
 Isham Beard Starling Lee  
 Thomas Connell Julian Mendoza  
 Howard Etzel Roscoe Milton  
 James Fisher, Jr. Alfredo Perez  
 Leon Hebert Frederick Regina  
 J. V. Johnson Ruben Reyna  
 Paul King Hamilton Seburn  
 Antonio Lorez S. A. Thompson

**USPHS HOSPITAL NORFOLK, VIRGINIA**  
 Randolph Archer Charles Phelps  
 Carl Hudgins Richard Quidley  
 Leon Hudgins Claude Sturgis  
 Roscoe Light Carl Warren

**USPHS HOSPITAL SEATTLE, WASH.**  
 Henry A. West Charles Ries  
 Willie Walker P. Constantino

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 Talmadge Johnson Cesar Mezzaroma  
 Theodore Katros Richard Ripley  
 Carl Kendall Milton Reeves  
 Andrew Lesnansky Harmon Thompson  
 Alfredo Lopez Lloyd Thomas  
 Marion Maynard Donald Willis

**USPHS HOSPITAL BALTIMORE, MARYLAND**  
 Lupo Aloba William Mellow  
 William Barber Gilbert Pitcher  
 Edward Bayne Thomas Riley  
 Edward Cabillo Earl Rogers  
 Charles Crockett Joseph Shea  
 Henry Gawoski James Sheets  
 Eusbie Gherman James Shipley  
 Gorman Glaze Richard Smith  
 George Gussman Florentino Teigarro  
 Walton Hudson Carmine Tufaro  
 Pearl Johnson Richard Waters  
 John McDaniel John Webb  
 John McLaughlin

**VA HOSPITAL BALTIMORE, MARYLAND**  
 Donald Eystone

**MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**  
 George Lemansky John Stiegelfort  
 Jobs Mullin

**USPHS HOSPITAL BRIGHTON, MASS.**  
 George Fleming Charles Robinson

**USPHS HOSPITAL SAVANNAH, GEORGIA**  
 Donald Hampton Ernest Webb  
 John Morris L. R. Williamson  
 C. Murray Stanley Yodria  
 Cleveland Walker

**USPHS HOSPITAL FORT WORTH, TEXAS**  
 Warren Alderman Thomas Leahy  
 Benjamin Delbler Max Olson  
 Harry Emmett Grant L. Saylor  
 Abe Gordon Bozo G. Zelencis

**SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK**  
 Henning Bjork Thomas Isaksen  
 Alberto Gutierrez

**VA HOSPITAL WEST ROXBURY, MASS.**  
 Raymond Arsenault

**VA HOSPITAL KERRVILLE, TEXAS**  
 Willard T. Cahill

**PINE CREST HAVEN COVINGTON, LA.**  
 Frank Martin

**US SOLDIERS HOME WASHINGTON, DC**  
 William Thomson

### Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

## SIU Welfare, Vacation Plans

Cash Benefits Paid—May, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	10,848	\$ 31,736.82
Death Benefits (Welfare).....	16	45,021.64
Disability Benefits (Welfare)...	315	47,250.00
Maternity Benefits (Welfare)...	41	8,353.64
Dependents Benefits (Welfare)...	607	67,794.65
Optical Benefits (Welfare).....	644	6,905.65
Outpatient Benefits (Welfare)...	12,677	65,320.00
<b>Summary (Welfare) .....</b>	<b>25,148</b>	<b>\$272,382.40</b>
<b>Vacation Benefits .....</b>	<b>1,355</b>	<b>\$226,514.36</b>
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...</b>	<b>26,503</b>	<b>\$498,896.76</b>

### Physical Exams—All SIU Clinics

May, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	98	20	13	131
Houston .....	131	18	3	152
Mobile .....	54	10	3	67
New Orleans .....	293	14	12	319
New York .....	351	29	8	388
Philadelphia .....	31	7	2	40
<b>TOTAL .....</b>	<b>958</b>	<b>98</b>	<b>41</b>	<b>1097</b>

## SIU Blood Bank Inventory

June, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston .....	7	0	0	7
New York .....	22½	34½	38	19
Philadelphia .....	109	3	0	112
Baltimore .....	57½	2	0	59½
Norfolk .....	15	0	0	15
Jacksonville .....	48	0	6	42
Tampa .....	3	1	0	4
Mobile .....	16	12	14	14
New Orleans .....	11	11	0	22
Houston .....	42½	0	0	42½
Wilmington .....	4	0	0	4
San Francisco* .....	(11)	7	0	(4)
Seattle .....	15	0	0	15
<b>TOTAL .....</b>	<b>339½</b>	<b>70½</b>	<b>58</b>	<b>352</b>

\* Figures in parenthesis ( ) indicate shortage to be made up.



# SIU SOCIAL SECURITY DEPARTMENT



Among newest SIU pensioners is veteran Seafarer Jose Alvarez (2nd from right), pictured at headquarters with SIU welfare rep. John Dwyer, Mrs. Alvarez and son, Jose, Jr. Alvarez last shipped as fireman on the Ocean Evelyn.

## Nine Seafarers Go On Union Pensions

Nine more veteran Seafarers have been approved for lifetime Union pensions as a result of trustee action, raising the number of SIU oldtimers retired so far this year to a total of 44.

Newcomers to the roster of Seafarers retired in 1962 on \$150 monthly Union pensions are Jose Alvarez, 64; Teodorico Cepriano, 62; Artemio Fernandez, 57; Jesus Fernandez 73; Gordon E. Finley, 73; Louis J. Guzzi, 67; John J. Kearney, 67; Anthony D. Leva, 36, and Louis Martoncsik, 66.

Born in Spain, Brother Alvarez put in a few years on foreign bottoms before joining the SIU at New York in 1938. He sailed in the black gang and signed off his last ship, the Ocean Evelyn (Maritime Overseas), last December. Brooklyn is now home for Alvarez and his wife, Segunda.

With seetime going back to the 1920s, Brother Cepriano began sailing with the SIU in 1941, joining in Tampa and shipping on deck. His last ship was the Floridian (South Atlantic & Caribbean), also in December. Originally from the Philippines, he now lives in Brooklyn with his wife, Carmen.

Another native of the Philippines, Brother A. Fernandez has been sailing on US-flag ships since the war and signed up with the Union at New York in 1948. He signed off the Steel Flyer (Isthmian) last November while in the steward department. He and his wife, Consuelo, live in New York.

The oldest Seafarer retiring this month, Brother J. Fernandez has US-flag experience going back 40 years. His SIU service started in 1943 out of New York. Shipping in the deck department, he paid off the Kathryn (Bull) in January and now lives in NY with his wife, Julia.

The second oldest seaman getting a pension this month, Brother Finley also began sailing in the 1920s. Born in Canada, he joined the SIU at Baltimore in 1939 and shipped in the deck department. His last vessel was the Seatrain New Jersey (Seatrain) in May.

A native of Italy, Brother Guzzi has been sailing with the SIU since 1946, joining in New York.



Finley



Guzzi

He paid off his last ship the Hastings (Waterman), a few weeks ago in the engine department. Baltimore is home for Guzzi and his wife, Irma.

Originally from Ireland, Brother Kearney had extensive foreign-flag seetime before joining the SIU at Norfolk in 1938. Shipping in the deck department, he was on the Venore (Ore Navigation) until April. He lives with his wife, Flora, in Phoebus, Va.

Brother Leva began sailing with the Union in 1944, joining in Boston. He sailed in the deck department and signed off the Cities Service Baltimore (Cities Service) last October. He makes his home with his wife, Josephine, in Cambridge, Mass.

A native of Hungary, Brother Martoncsik likewise has seetime dating to the 1920s. He joined the SIU in 1942 in Boston. Sailing in the steward department, he signed off his last ship, Seatrain Georgia (Seatrain), in November. A cousin in Paterson, NJ, is next of kin.



Leva



J. Fernandez



Kearney



Cepriano

### Add Savannah, Tampa Coverage

## SIU OPTICAL PLAN EXPANDS AGAIN

The SIU optical program has been extended to two more ports and preparations are underway to add another port to the 15 now providing coverage under the eyeglass benefit plan.

The newest ports where Seafarers and their families can get quick optical service are Tampa and Savannah. The Welfare Plan is also working to include St. Louis under the pro-

gram to service SIU inland boatmen who live in and around that Mississippi River port.

Coverage in the newest centers is the same as in all the other ports. It provides for free eye examinations and, if needed, regular or bi-focal eyeglasses once every two years except in cases requiring glasses more frequently due to medical reasons. Complete eye check-ups are also available through the separate chain of SIU medical clinics.

The addition of Tampa and Savannah raises to 15 the number of ports where Seafarers and their families can receive the eyeglass benefit. Those who do not live close enough to regular union optical facilities can receive an allowance to cover the cost of an examination and eyeglasses at locations closer to their home.

Other ports where direct coverage is available include Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Mobile, New Orleans, Houston, Wilmington, San Francisco, Seattle and Chicago.

### Safety Glasses

Under recently-expanded coverage of the plan, dependent children are now able to receive safety eyeglasses with shock-resistant lenses that are less likely to break, thus reducing the possibility of glass injury to the eyes.

Appointments for eye examinations can be made through the Union hall in all ports where the plan is now in operation. The usual welfare eligibility requirement of one day's seetime in the previous six months plus 90 days in the last calendar year also applies to the optical program.

## SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



### Some Gains Scored in State Laws

Encouraging advances in state labor legislation have been made on several fronts during 1962. While this has been a light legislative year in the states, with only 21 legislatures meeting in regular session, laws were passed dealing with subjects ranging from child labor and school "dropout" problems to minimum wages and workmen's compensation benefits.

Alaska, Hawaii, Massachusetts and Rhode Island all increased their legal minimum wage, and these state laws, like the Federal law, have set a pay floor of \$1.25 an hour to become effective in the future. By 1964, all these states will be up to \$1.25.

New Jersey became the 17th state to prohibit job discrimination because of age. New York, in turn, expanded its child labor legislation to set up work and counseling programs for out-of-school youngsters under 21 who have trouble finding jobs and, separately, to provide part-time schooling and employment for 15-year-olds who are potential school drop-outs.

Modest improvements were also enacted in the workmen's compensation laws of nine states. These dealt mainly with increased cash benefits for injured workers and their families.

Benefit increases ranging from \$2 to \$8 a week were reflected in the laws of six states. Maximum weekly benefits were raised in New York and Virginia for all types of disability and death; in Maryland for total disability and death; in Kentucky and New Jersey for all types of disability; and in Rhode Island for specified injuries.

Maximum weekly payments for "temporary total" disability — the most frequent type of disability — advanced to \$55 in New York, \$48 in Maryland, \$45 in New Jersey, \$38 in Kentucky and \$37 in Virginia. Massachusetts and Rhode Island extended the time periods over which benefits for specified injuries are to be paid, and Alaska made provision for increased burial allowances.



Of special interest amid the hub-bub over the failure of the bill on medical care for the aged to pass the Senate this month is an announcement by the Department

of Labor on another rise in the Consumer Price Index. The index figure, which reflects changes in the price of the goods and services that Americans buy with their earnings, was 0.8 percent above the January, 1962 level and 1.2 higher than in June a year ago.

The medical care index continued upward by 0.3 percent. Higher charges for hospitalization insurance were the major factor, but professional fees and hospital room rates also increased.

(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

## USPHS Clinics, Hospitals Cover Almost All Ports

An extensive network of US Public Health Service hospitals and outpatient clinics serves seamen and other maritime workers who become ill or injured while in the continental US, Hawaii, Puerto Rico, the Virgin Islands and the Canal Zone.

The medical treatment and rehabilitation service offered by the hospitals and clinics is free of charge and is provided in modern facilities under the expert care of well-trained personnel.

USPHS has been in existence for almost 170 years, back to the days of Washington, when the Government, realizing the value of having an active merchant fleet, took the first important steps to insure the health and well-being of its seamen.

A region-by-region listing of the location of hospital and outpatient clinics shows the following:

**Atlantic:** Hospitals and clinics are in Baltimore, Boston, New York, Norfolk and Savannah; clinics only are in Atlanta, Charleston, Miami, Tampa, Jacksonville, Philadelphia, Portland and Washington, DC.

**Gulf:** Hospitals and clinics in

New Orleans, Fort Worth and Galveston; clinics only in Houston, Mobile and Port Arthur.

**Great Lakes:** Hospitals and clinics in Detroit and Chicago; clinics in Cleveland and Buffalo.

**Pacific:** Hospitals and clinics in San Francisco and Seattle; clinics in Portland, San Diego, San Pedro and Los Angeles.

**Inland Waters:** Hospitals and clinics in Memphis and Lexington, Ky.; clinics in St. Louis, Pittsburgh and Cincinnati.

In non-continental locations, there are clinics in San Juan, Puerto Rico; Balboa Heights, Canal Zone, and Charlotte Amalie, Virgin Islands. The Army's Tripler Hospital at Honolulu serves as a USPHS facility in Hawaii. Honolulu also has a separate outpatient clinic.

As a matter of routine, Seafarers should promptly notify the nearest SIU hall in the event they are hospitalized at any USPHS installation or any other hospital.



Oldtimer Artemio Fernandez and wife Consuelo, at SIU hall in NY, after he received first \$150 pension check.

# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$5,800 in maternity benefits and a maturity value of \$725 in bonds:

Bruce Vinson, born April 28, 1962, to Seafarer and Mrs. Glen E. Vinson, Galveston, Texas.

Peter Endres, born April 15, 1962, to Seafarer and Mrs. Michael Endres, Baltimore, Md.

Cecelia De Los Santos, born May 9, 1962, to Seafarer and Mrs. Salvador De Los Santos, Seattle, Wash.

Elizabeth Greeff, born March 19, 1962, to Seafarer and Mrs. Ferdinand C. Greeff, Baltimore, Md.

Roland Canady, born May 12, 1962, to Seafarer and Mrs. Roland Canady, Sanderson, Fla.

Juanita Eschenko, born May 8, 1962, to Seafarer and Mrs. Michael Eschenko, Dickinson, Texas.

Gabriel Bonafont, born February 12, 1962, to Seafarer and Mrs. Gabriel Bonafont, New York, NY.

Richard Benedict, born May 25, 1962, to Seafarer and Mrs. Francis Benedict, New Orleans, La.

Tenia Cain, born April 13, 1962, to Seafarer and Mrs. Geary Cain, Philadelphia, Pa.

Rachael Tucker, born October 24, 1961, to Seafarer and Mrs. Joseph Tucker, Chickasaw, Ala.

David A. McVey, born May 16, 1962, to Seafarer and Mrs. Ray F. McVey, Baltimore, Md.

Michelle Machel, born May 26, 1962, to Seafarer and Mrs. Martin A. Machel, River Rouge, Mich.

Jeffrey Veillon, born February 16, 1962, to Seafarer and Mrs. Herman Veillon, Westlake, La.

Edward Cabral, born May 12, 1962, to Seafarer and Mrs. John Cabral, Devault, Pa.

Pamela Ayre, born April 22, 1962, to Seafarer and Mrs. John F. Ayre, Baltimore, Md.

Clifford Archia, born May 3, 1962, to Seafarer and Mrs. David Archia, La Marque, Texas.

Saul Grajales, born August 16, 1961, to Seafarer and Mrs. Guillermo R. Grajales, Baltimore, Md.

Ernest Oetgen, born May 8, 1962, to Seafarer and Mrs. Frank E. Oetgen, Bloomingdale, Ga.

George Hernandez, born April 23, 1962, to Seafarer and Mrs. Anthony Hernandez, Tampa, Fla.

Anthony Ciamboli, born May 22, 1962, to Seafarer and Mrs. Luke Ciamboli, San Francisco, Calif.

Adam Avne, born May 21, 1962, to Seafarer and Mrs. Jack Avne, Brooklyn, NY.

Anthony Campfield, born June 11, 1961, to Seafarer and Mrs.

James Campfield III, New Orleans, La.

Ivor Undertajlo, born April 5, 1962, to Seafarer and Mrs. Basil Undertajlo, Brooklyn, NY.

Lance Tividad, born May 28, 1962, to Seafarer and Mrs. Vincent Tividad, New Orleans, La.

Michael Conyers, born May 7, 1962, to Seafarer and Mrs. Ernest Conyers, Bristol, Fla.

Charles Lineberry, born April 29, 1962, to Seafarer and Mrs. Carl Lineberry, Plateau, Ala.

Anastacia Diocson, born May 11, 1962, to Seafarer and Mrs. Antonio J. Diocson, Maple Shade, NJ.

Douglas Stough, born June 8, 1962, to Seafarer and Mrs. Ronald D. Stough, Montesano, Wash.

Vickey Lynn Hammond, born February 27, 1962, to Seafarer and Mrs. George Hammond, Baltimore, Md.

Daniel R. Parkman Jr., 34: Brother Parkman was lost at sea while aboard the SS Penn Trader near Iskenderun, Turkey, on December 3, 1961. He joined the SIU in 1956 and sailed in the steward department. William G. Sanders, of Foley, Ala., has been appointed administrator of the estate. Total benefits: \$4,000.



William A. Blakeslee, 41: Brother Blakeslee died an accidental death while aboard the SS Raphael Semmes on May 11, 1962. He had been sailing in the deck department with the SIU since 1954. His wife, Dorothy Joan Blakeslee, of Pinellas Park, Fla., survives. Burial was at Memorial Park, St. Petersburg, Fla. Total benefits: \$4,000.



Allie Androh, 62: Brother Androh died of natural causes on May 24, 1962 at the USPHS Hospital, Staten Island, NY. He began shipping with the SIU in 1943 and sailed in the deck department. His mother in law, Mrs. Genevieve E. Clark, of Brooklyn, NY, survives. Burial was at Evergreen Cemetery in Brooklyn. Total benefits: \$4,000.



Delbert Turner Walters, 53: A heart attack was fatal to Brother Walters on April 3, 1962 at the Charleston County Hospital, Charleston, SC. He began shipping with the SIU in 1957 in the steward department. His half-brother, Carl T. Grimes of Branchville, SC, was appointed administrator of the estate. Burial was at Ott Cemetery, Branchville. Total benefits: \$4,000.



Murray A. Plyler, 58: Brother Plyler died of pneumonia on March 7, 1962, at the Chronic Disease Hospital, Huntersville, NC. He began sailing in the deck department with the SIU in 1945. Surviving is his sister, Marjorie P. Parker of Charlotte, NC. Burial was at Elwood Cemetery, Charlotte. Total benefits: \$500.



Frank J. Good, 64: Brother Good died of an intestinal ailment on May 21, 1962, at the USPHS hospital, Staten Island, NY. He joined the SIU in 1937 and sailed in the engine department. His wife, Rosie Lee Good, of Mobile, Ala., survives. Burial was in the Rural Cemetery, Mobile. Total benefits: \$4,000.



Bernard M. Larsen, 76: Brother Larsen died of a heart attack on June 8, 1962, at the Jackson Memorial Hospital, Miami, Fla. He began sailing in the deck department with the SIU in 1941, and had been receiving special disability benefits since 1955: His wife, Lillie Mae



Larsen, of Miami, survived at Grove Park Crematorium, Dade County, Fla., was the place of burial. Total benefits: \$4,000.

William G. Hay, 51: Brother Hay died of a spinal injury on April 18, 1962, at the Clinique Villa Clara, Casablanca, Morocco. He had been sailing in the steward department with the SIU since 1946. His wife, Berthe J. Hay, of Houston, Tex., survives. Burial was at sea. Total benefits: \$4,000.



James W. Gordon, 50: Brother Gordon died of a lung condition on May 16, 1962, at King County Hospital, Seattle, Wash. He started shipping with the SIU in 1938 and sailed in the engine department. His uncle, L. A. Thompson, of Jacksonville, Fla., survives. Burial was in Jacksonville. Total benefits: \$4,000.



Stephen La Calle, 64: A heart condition was fatal to Brother La Calle on June 13, 1962 at St. James hospital, Newark, NJ. He began shipping with the SIU in 1949 and sailed in the deck department. Surviving is his wife, Mary La Calle of Tampa, Fla. Burial was in Tampa. Total benefits: \$4,000.



## Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every month to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

## Your Gear... for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEACHEST

Shipshape

by Jim Mates



"Hello . . . Union Hall . . . Say! Was I supposed to catch that ship at Vancouver, Washington, or Vancouver, BC?"

Delivery By Keva Ideal Starts Up New Plant

Work at a new cement plant in North Carolina started last month when the Keva Ideal (Keva Corp.) unloaded a 70-ton raw mill plus 80,000 barrels of raw materials for the Ideal Cement Company's plant at Castle Hayne.

Chuck Hostetter, ship's bosun, wrote that the overall operation began in April when the SIU crewed up the vessel in San Francisco. The Keva Ideal then loaded cement in Redwood City, Calif., for a run North to Vancouver, Wash. In a second loading at Redwood City, the ship picked up the machinery for the new plant plus cargo for Seattle. From there it traveled light to Houston, where it filled up with cement for the trip around to North Carolina.



Hostetter

Unloading of the 70-ton mill tied a record for the largest single cargo to come off a ship through the Wilmington, North Carolina, port facilities. The record was first set in 1960 when two similar mills were unloaded by the Keva Ideal.

A slight incident delayed the unloading operation which involved using the port's two 45-ton gantry cranes in tandem. The ship moved out about six feet from the wharf when the tide fell one morning, and it was believed the vessel had slipped off a slight ledge at the end of the berth and then settled on the bottom.

Matters were righted later that day when the tide came up. The two gantries lifted the mill off simultaneously and loaded it on to a flat car for movement by rail. Two tugs were later used to dock the ship for unloading of the cement at the company's berth up-river.

After the unloading of the cement was completed—a 36-hour job—the ship turned around and headed back to Houston for another load. While the ship was picking up the raw materials, the plant transported its first cargo of processed cement. The Keva Ideal is a converted T-3 tanker and equipped to carry raw cement cargoes.

Hostetter said the skipper runs a good ship and everything went

ship-shape during the voyage. The Keva Ideal is a good clean ship and a pleasure to sail on, he said.

PENNMAR (Calmar), Apr. 4—Chairman, J. A. Beam; Secretary, A. W. Beam; Secretary, A. W. Perkins. Chief steward hospitalized in Panama. One man hospitalized in Long Beach. One member injured in Port Gamble and hospitalized in Seattle. Running short of various dishes at meal time. Steward will issue meats to chief cook in the future. Short of water pitchers; steward to order more for next voyage.

SEAMAR (Calmar), Apr. 2—Chairman, Norwood Barbour; Secretary, J. J. Garber. All beefs and repairs from last voyage being handled. All hands should be properly attired in mess-room, pantry and recreation room at all times. Discussion on water tanks and bunk lights. Crew requests 30-minute breakout period instead of 15 minutes in present contract. Union to see if steward's room can be moved topside to make more room for messmen's quarters.

CITIES SERVICE MIAMI (Cities Service), Apr. 9—Chairman, F. Isreal; Secretary, C. Faircloth. \$2.06 in ship's fund. No beefs reported. Motion made to pay \$800.00 a year vacation every ninety days as \$200.00 each period. Crew asked to keep coffee counter clean, and leave dishes in sink.

GATEWAY CITY (Sea Land), Apr. 2—Chairman, R. R. Adamson; Secretary, F. Oestman. No beefs reported. Motion that time off for crew should be included in contract this year. Heads on ship are unsanitary. Repairs that were submitted were not done. Some sort of transportation is requested for travel between Newark Airport and Sea-Land dock. Taxi drivers will not take men to ship.

CITIES SERVICE BALTIMORE (Cities Service), Apr. 7—Chairman, H. Armstrong; Secretary, F. E. Taylor. Ship's delegate reported everything OK. C. Jack elected new ship's delegate. Request that steward department serve minute steaks and ham for breakfast. Ship needs bug bombs. Ask port steward for stores that haven't been put aboard, such as buttermilk, strawberry jam and instant coffee.

MANKATO VICTORY (Victory Carriers), Apr. 2—Chairman, C. E. Miller; Secretary, Z. A. Markris. Ship's delegate asked crew to donate to Library. One man missed ship in Mobile. Some disputed OT to be turned over to patrolman in New York. Crew wants more fresh fruit and vegetables to be bought in foreign ports if available. Someone should check food that comes aboard with steward.

DEL SANTOS (Delta Line), Mar. 18—Chairman, John Davis; Secretary, James Gard. \$11.40 in ship's fund. One man missed ship in New Orleans and was replaced in Mobile. Engine department sailed short one man. Cedric Francis elected ship's delegate. Vote of thanks to steward department.

DEL NORTE (Delta Line), Feb. 4—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate reported everything going along smoothly. Ship's treasurer reported \$220.58 on hand. Cinemascope movie lens will cost \$179.50. Motion voted that \$25 be given to any brother left in foreign port. Lonnie Hargeshimer elected new ship's delegate. Ship's delegate will inquire about vacation money.

Seafarers on two Waterman ships which have chalked up outstanding safety records were cited for their efforts. Suggestions that were forthcoming during shipboard safety meetings amply illustrated their safety consciousness on the job.

The Monarch of the Seas held a safety meeting on June 19 and it was pointed out that it was the vessel's 550th day without a lost time accident. All hands were commended by the master and urged to continue their efforts.

During the meeting the engine department representative suggested that more care be taken in unplugging cargo lights. Non-ship personnel have been jerking the plugs out, damaging them and then leaving them on the deck to be cut by beams and other objects. In the vessel's safety inspection committee proposed that men washing down the engine room should wear goggles to prevent soot, soap and other irritants from flying into their eyes while handling hoses and brushes.

On the Iberville all hands were commended for their fine record of no lost time accidents since November 7, 1959. The June 5 ship's safety meeting also heard a report on past suggestions and further recommendations for secure sailing.

Safety walk patches have been



Coffeetime for the watchmen on the Del Mar (Delta Line) found oldtimers Traba, Garrity and Moloney (l-r) enjoying a cup in the messhall. The cruise ship is on its usual tourist run to South America.

installed on the deck adjacent to the steward's ice box alongside the ice machine. The electrician has obtained the material for installation of lights on the mast house aft so as to light this area for crew members passing fore and aft to their quarters. He was reported waiting for the weather to lift so he could safely install the lights. It was also suggested that the

extra gripe on the after end of the lifeboats be relocated so that when the pelican hook, which secures the boat, is released, the gripe will not fall to the deck and possibly hit someone standing beneath it. The gripe can be shortened and secured to the davits rather than the corner of the midship house, thereby eliminating this hazard. This idea was being put into effect as soon as possible.

DEL SUD (Delta Line), Mar. 28—Chairman, Shaughnessy; Secretary, Ellis. Captain happy with the conduct of crewmembers. Balance in ship's fund is \$317.46. Department delegates report no beefs. Motion to send \$20 to sister of deceased brother, Tex Metting, from ship's fund, along with voluntary donations for his daughter.

FANWOOD (Sea-Land), Apr. 1—Chairman, J. Goude; Secretary, R. Gellings. Deck department would like to have at least 2 hours minimum OT if called out before 8 AM or after 5 PM. Call should be made at least one-half hour before turning to. For reasons of safety, jumbo boom should not be rigged while the longshoremen

MAIDEN CREEK (Waterman), Mar. 8—Chairman, J. C. Barnette; Secretary, J. Dunne. One man missed ship in Pusan. \$3.10 in ship's fund. No beefs reported by department delegates. Vote of thanks to steward department for good feeding. Crew requested to turn in passes to gangway.

AZALEA CITY (Sea-Land), Apr. 15—Chairman, A. Swayne; Secretary, V. M. Perez. \$10.00 in ship's fund. One man sent to hospital in San Juan due to injury. Jose Ross was elected new ship's delegate. Patrolman to see captain and have chief officer check hospital supplies.

MAIDEN CREEK (Waterman), Feb. 12—Chairman, J. C. Barnette; Secretary, Thomas Navarre. No beefs reported. \$3.60 in ship's fund. Motion that sailors, deck engineers, wipers should be paid two-hour minimum if called out before 8 AM or after 5 PM. Need one-half hour readiness time when called to turn to on OT.

ALCOA PATRIOT (Alcoa), Apr. 8—Chairman, L. Cole; Secretary, D. Martinez. Ship's delegate requests ship be fumigated for roaches. Need gasket on crew refrigerator to keep out roaches and plastic agitator in washing machine. Crew asked to keep lights out in galley and library when not using same.

CLAIBORNE (Waterman), Mar. 24—Chairman, F. Johnson; Secretary, C. E. Turner. Ship's delegate resigned. Marvin Howell elected new ship's delegate. No beefs reported. First engineer reported that a new washing machine should be delivered when ship arrives in port. Donations were taken up to buy a wreath for Brother James A. Elliott who disappeared at sea. The wreath was put over the side at the approximate place of his disappearance.

MARORE (Ore), Apr. 18—Chairman, T. E. Yablonsky; Secretary, Ralph Gowan. Vessel to be dry-docked. Crew asked to turn keys in to department heads. Ship should be fumigated for roaches.

MAE (BULL), Apr. 15—Chairman, S. Johns; Secretary, J. Bond. Ship's delegate reported everything running smoothly. Motion made to air-condition all ships running to tropics. Metcalf elected new ship's delegate. Discussion on new washing machine or repairs on old one. Crew asked to check all OT before ship pays off.

MAIDEN CREEK (Waterman), Jan. 19—Chairman, A. Ellingsen; Secretary, J. C. Barnette. Ellingsen elected ship's delegate. Everything running smoothly so far. \$3.60 in ship's fund. Headquarters to clarify the \$100 a year vacation pay. Motion to pay on a pro rata basis. Ship's delegate to see mate about additional handrail to catwalk back aft. Clock to be installed aft.

ALCOA POLARIS (Alcoa), Apr. 15—Chairman, A. Aragonis; Secretary, Daniel Donovan. Ship's delegate reported one oiler got off due to dispute with second engineer. \$4.89 in ship's fund. Request to crewmembers to chip in for TV. Chief electrician raised question on transportation from Puerto Rico back to the States. Electricians claim they have no tools to work with. Something should be done with outhouse back aft.

DIGEST of SIU SHIP MEETINGS

are working cargo. It was brought to the members attention that Mrs. Leon Johnson received the money order for \$160.00 and acknowledged same. Four men got off on the West Coast. Two men hospitalized in deck department. Motion that port side passageway fountain be moved to starboard side. Slop chest is inadequate. Vote of thanks from the steward department to the watches for cleaning the mess-room and pantry at night.

STEEL TRAVELER (Isthmian), Apr. 6—Chairman, R. L. O'Brien; Secretary, J. Straka. Ship's delegate reported everything running smoothly, with no beefs. \$39.00 in ship's fund. J. T. Mann elected new ship's delegate. Motion to have Union look into cook's sleeping conditions. Three men in same room is no good. Pantry, heads and laundry room should be kept clean. Vote of thanks for the swell job the steward department is doing so far.

MONTAUK (American Bulk Carriers), Apr. 7—Chairman, S. J. Alpedo; Secretary, R. I. Fagan. Motion to take all beefs up with patrolman at payroll. \$13.75 in ship's fund. Two men hospitalized. Motion to write Union hall regarding the crew's luggage.

ORION CLIPPER (Colonial), Mar. 29—Chairman, J. P. Brinkley; Secretary, K. Lee. Ship's delegate reported that ship left short-handed in last port but got replacements in Roto, Spain. \$8.88 in ship's fund. Motion to negotiate for 30-minute readiness period in place of present 15 minutes calling time. Discussion on better grade of meat being put aboard.

COASTAL SENTRY (Suwanee), Feb. 3—Chairman, Charles Jennings; Secretary, Joel Redford. \$10.00 in ship's fund. Motion to submit a detailed crew's list to the Jacksonville hall at earliest convenience, listing names of men wishing to be replaced at the termination of articles. Motion passed that remaining SIU crewmembers go on record against the unfair labor practices used on this vessel at this time.

New books and new housing for books were the subject of action on two other vessels. Two book-cases are being installed in the crew messhall on the Titan (Overseas Oil). While the reading matter on that ship seems set, Jeffrey Sawyer, ship's delegate on the Hastings (Waterman), is planning to obtain a fresh library for the crew. As soon as the vessel hits a US port, he'll be picking up a SIU ship's library package of 50 new paperbacks.

The carpenter on the Steel Maker (Isthmian) also had a construction project: he's built a number of antenna racks for the radios aboard ship. The crew should have clear listening from now on.

A sad note came up on the sailing of the Zephyrhills (Pan-American Overseas). While the vessel was leaving Milville, Rhode Island, Captain Sadler died. Once at sea, the crew held a meeting and collected donations for flowers to be sent to his family. Sadler was relief officer and the regular skipper was due to return at the end of the present voyage.

Anyone for checkers? That's the cry on the Steel Worker (Isthmian) and to oblige the crew, the chief mate had a special area constructed on the cabin deck just for boardmen, so they could play in comfort. Now "King me" can be heard all day—and night—long.

The skipper and the gang on the Josefina (Liberty Navigation) drew the thanks of shipmate Stephen Emerson for the way they supplied his needs while he was laid up for 17 days aboard ship. Emerson particularly expressed appreciation to his room-mates in the deck department for their assistance. He was taken off the vessel by the Coast Guard and sent to the USPHS hospital in Memphis, Tenn., near his home. "I'll be in drydock for some time," he writes.

LET 'EM KNOW! Write TO THE LOG

Type Minutes When Possible In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

# Sea Burial For Union Oldtimer

In a solemn ceremony on Sunday, June 10, the Seatrain New Jersey (Seatrain) came to a halt while at sea and consigned the ashes of veteran Seafarer Joseph Arras to the deep.

Officers and crew of the ship took part in the ceremony which was held at 10:30 AM while the ship was at Latitude 32° 18' North, Longitude 75° 55' West in the Atlantic, enroute to Belle Chasse, La., from its home port of Edgewater, NJ.



Arras

Arras, a veteran steward department member, died at 68 in New York on May 26. He had requested that the Union arrange to have his ashes scattered over the seas after he died. This request and another of his wishes, that his eyes be donated to an agency for the blind, was fulfilled.

### Joined SIU in 1938

With seetime extending back to 1919, Arras joined the SIU a few days after the old Atlantic District

# Congo Church Bell Carried On Del Alba

A steam locomotive bell to call worshippers to church services was transported to the Congo aboard the Del Alba (Delta Lines) in May during the ship's Mobile to West Africa run.

The bell, taken from an engine that last saw service over 20 years ago between Kansas City and Bloomington, Ill., was delivered to the Congo port of Matadi free of charge by the company.

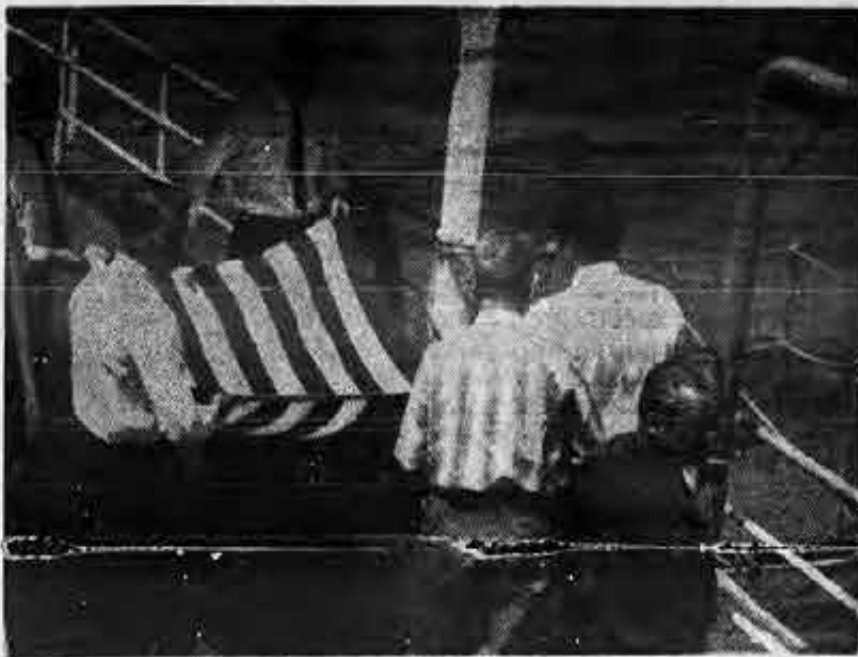
### Drums Taboo

"We can't use drums anymore to call people to church, because they are now being used to call people to war," the Rev. David Miller said when he asked the Presbyterian Church in Mobile to obtain a bell for a Congolese church.

It will be used at the Luluabourg Mission, Luluabourg City, Congo, one of the most recently-organized churches in that strife-torn land.

### Polished Up

The bell was well taken care of by the crew of the ship who realized its importance to the people of the Congo community. It was turned over to the church in Matadi after receiving special care aboard ship, including a special cleaning and polishing job.



Seafarers and officers on the Seatrain New Jersey joined in burial rites for Seafarer Joe Arras, 68, who died ashore on May 26. Ashes were scattered over the seas.

was established in 1938. He was an active campaigner on the Union's behalf and served on several of the committees that developed the SIU's administrative structure in the early days. Arras had been hospitalized and also was an outpatient since 1955.

His last vessel was the ex-Robin Doncaster.

Burial rites aboard ship were conducted by John van Gelder, master of the New Jersey. Permission for the services were granted by the company following the Union's request.

# Alcoa Planter Baker, Brushwork

Relaxing (right) on the Alcoa Planter (Alcoa), while the ship was on a Far East run is Jimmy Johnson, second cook and baker, whose pastries and other fare was praised by the crew. The "mural" (below) was created while the deckhouse was being scrapped and red-leaded and some seaman with a flair for the brush took charge. Seafarer "Sweet Pea" poses in the William Cafegato photograph.



**FRANCES (Bull), March 17—Chairman, A. Ferrara; Secretary, William Neels.** Ship's delegate reported no beefs. All running smoothly.

**ALCOA POLARIS (Alcoa), March 14** Chairman, Basilio Maldonado; Secretary, L. M. Brown. \$9.89 in treasury. When loading sugar, crew asked not to put water around gangway, for safety purposes. Return all unused linen. Request Union to check with the doctor in Ponce to see why one must wait at least 2 to 3 hours to see him.

**SEATRAN NEW YORK (Seatrain), March 25—Chairman, John J. Foley; Secretary, A. Tolentino.** No beefs reported. New ship's delegate elected. Various members suggested that the ship's delegate see the food consultant about putting more fresh fruit, vegetables, ice-cream, etc., aboard.

**COE VICTORY (Victory Carriers), March 18—Chairman, D. Wagner; Secretary, Frank Allen.** No beefs from crew. Crewmembers leaving ship asked to clean up the rooms. Two men paid off in Honolulu. \$19.98 in ship's fund. Need more garbage cans for messroom. Second request made for fan in library. See patrolman about crewmembers using hospital for sleeping quarters.

**SEATRAN SAVANNAH (Seatrain), March 25—Chairman, Charles Lee Jr.; Secretary, Arthur Fricks.** No beefs reported. Some disputed OT in all departments. Repairs handled. Suggestion for a variety of salads. Crew asked to keep messroom clean.

**OVERSEAS JOYCE (Maritime Overseas), March 10—Chairman, W. Lawton; Secretary, J. H. Shearer.** \$17 in ship's fund. J. H. Shearer elected new ship's delegate. New washing machine put aboard. Everything running smoothly.

**STEEL ARTISAN (Isthmian), March 25—Chairman, E. G. Hauser; Secretary, J. Burdo.** Late draw at Bandur-Shapur. Chief mate refused to send OS to doctor with infected jaw. Ship's delegate went to captain and received permission to do so. \$28.14 in ship's fund. Vote of thanks to steward department. Motion to be sure that enough money is on board for the stateide draw. Ship's delegate to inquire.

**TRANSEASTERN (Transeastern), March 11—Chairman, Eugene Sobczak; Secretary, Stanley Johnson.** Repair list to be taken up. Draw list to be submitted. Charles James elected new ship's delegate. Need new washing machine and rooms to be painted out. Passageway and companionways

to be cleaned alternately by respective sanitary men in three departments. Vote of thanks to Arthur Kavel, retiring ship's delegate.

**MADAKET (Waterman), March 29—Chairman, J. J. Divine; Secretary, Albert O. Espenada.** Ship's delegate resigned and Robert Lee Houck elected. No beefs reported. \$5.38 in ship's fund. Washing machine repaired. Need machine dryer so men will not have to hang clothes in recreation room below back aft. Discussion regarding putting fireman and oiler in one room. Deck engineer to move to the electrician's room. Will make engineer's room a recreation room. Crew asked to stay on the ball before payoff.

**MAIDEN CREEK (Waterman), March 25—Chairman, Thomas Navarro; Sec-**

## DIGEST of SIU SHIP MEETINGS

retary, J. B. Barnett. Letter regarding money draws in foreign ports received and acknowledged. Repair list turned in. \$2.95 in ship's fund. No beefs reported. Ask headquarters to negotiate for draw or OT. Motion to discontinue the new milk being put aboard by company.

**CITIES SERVICE NORFOLK (Cities Service), April 1—Chairman, William Morris, Jr.; Secretary, Frank Flanagan.** No beefs reported. All repairs taken care of. Dave Edwards resigned as ship's delegate and given vote of thanks. F. Jenkins elected new ship's delegate.

**HENRY (Progressive), March 16—Chairman, E. M. Bryant; Secretary, S. P. Drury.** Most repairs done or left for shipyard. \$14.43 in ship's fund. Motion to install fans in doors of all rooms. Discussion regarding who is to do the repair work on cargo lines in tanks.

**CARA SEA (Bleakley), Feb. 4—Chairman, Thomas Hill; Secretary, Harold P. DuCloux.** All repairs that could be taken care of aboard ship have been done. No beefs at present.

**ELEMIR (Marine Carriers), March 24—Chairman, H. Zurn; Secretary, Kenneth Collins.** New ship's delegate elected, as former delegate left ship in Norfolk. No beefs reported. All

portholes below decks to be repaired. 8-12 foot'ale to be soogeed and painted. Catwalk is dangerous. See patrolman regarding same.

**CHILORE (Ore), Feb. 11—Chairman, M. H. Jones; Secretary, Lloyd McNeil.** Four men hospitalized. Letter received from headquarters regarding sloopchest. Captain agreed to retain invoices for sloop chest and to produce same if requested. Crew asked to leave washing machine clean after use.

**MAIDEN CREEK (Waterman), Feb. 12—Chairman, James Burnotter; Secretary, Thomas Navarro.** Ship's delegate reported everything running smoothly. \$3.50 in ship's fund. Motion made that sailors, deck engineers and wipers should be paid two-hour minimum OT if called before 8 AM, or after 5 PM. Motion made for one-half hour coffee time when called to turn to on OT.

**TRANSWARREN (Transeastern Associates), Feb. 17—Chairman, W. Bilgor; Secretary, R. Agular.** Captain requests list of the men getting off. No beefs reported. Motion to get clarification re tank cleaning on grain carriers. Motion made to have all repairs taken care of in port. Need proper lighting on ship and must wash down the stern deck three times a week. Suggestion made to have fresh water tanks cleaned. Captain not complying with agreement on draw in USA currency. Chief mate to leave the medicine chest keys on board at all times in case anyone gets hurt.

**MANKATO VICTORY (Victory Carriers), no date—Chairman, Fred Travis; Secretary, Edison Walker.** New ice-box and agitator for washing machine to be ordered for this trip. No beefs reported. Discussion on orders being fouled up in crew mess-hall. Try to get better grades of meat. Crewmembers asked to keep washing machine clean after use. Jan. 14—Chairman, Z. A. Markris; Secretary, L. N. Cirignano. Two men left in hospitals, one in Panama and the other in Honolulu, due to illness. One member signed off under mutual consent due to illness at home. Vote of thanks given to steward department. Crewmembers request information regarding replacements in Hawaii. Ship short one saloon utility and one ordinary. Dayman has been acting as ordinary since the Panama Canal.

**OCEAN EVELYN (Maritime Overseas), Feb. 18—Chairman, Alexander Janos; Secretary, W. R. Oliver.** Repair list turned in. No beefs reported. \$38.00 collected for ship's fund. Motion made to incorporate in agreement the same clause mates and engineers have pertaining to ship

anchoring out awaiting berth and no shore leave is given to crew. Chief electrician asked to have porthole in his room repaired before ship leaves port. Have chief engineer supply his department with buckets and other supplies for sanitary work, as the men have nothing to work with. Suggestion made to have steps leading up to winches, for safety over open hatches while ship is working cargo.

**BIENVILLE (Sea-Land), Feb. 21—Chairman, H. Huston; Secretary, F. Hinson.** Three men hospitalized. Ship's delegate resigned and Pete Scoggons elected. No beefs reported. \$11.98 in ship's fund. Motion that ship not pay off until lodging beef is settled. Patrolman notified of this beef.

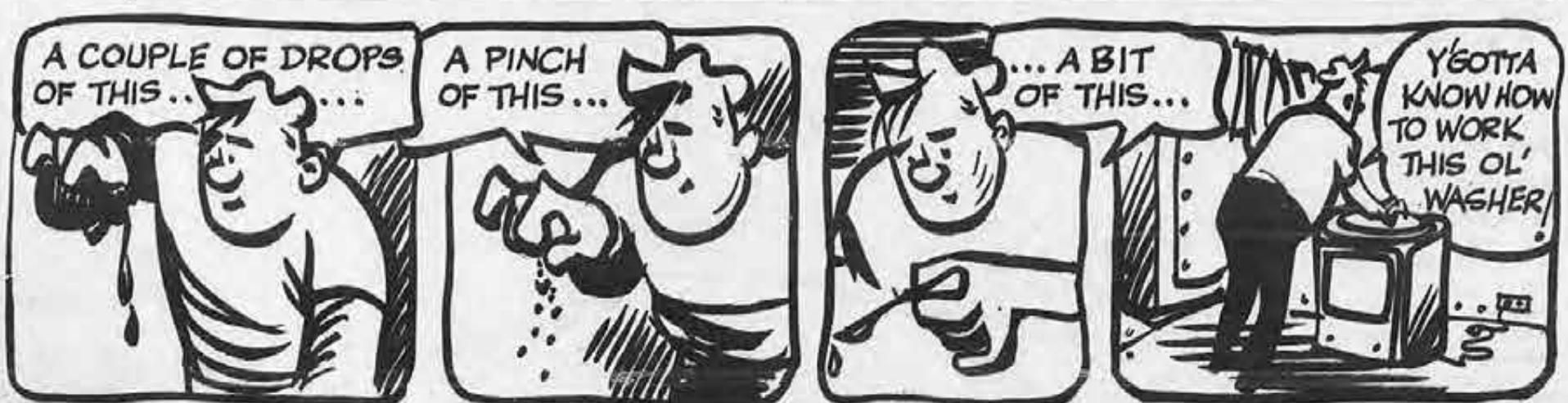
**SAVANNAH (Seatrain), Feb. 24—Chairman, C. E. Lee, Jr.; Secretary, S. Swords.** All is well on this ship. Some disputed OT in deck department. Have air-conditioning checked. See patrolman about men working on Saturday, Sunday and holidays.

**ALCOA POLARIS (Alcoa), Feb. 19—Chairman, P. Miranda; Secretary, Orlando M. Lopez.** Beef concerning oiler and engineer settled satisfactorily. Crew requests better grade of fruits, need salt shakers and more shore bread.

**ALCOA POINTER (Alcoa), Dec. 17—Chairman, W. A. Palmer; Secretary, J. C. Hoey.** Ship's delegate reported all repairs taken care of in port except some painting which is being done at sea. \$5.20 in ship's fund. Sanitary men instructed to do jobs. All hands to keep feet off chairs and return all cups to pantry. On Dec. 16 of this voyage, part of the ship's deck cargo came adrift. Due to alertness, good seamanship and teamwork in the deck department, all the cargo was successfully moved to the top of No. 4 hatch, properly stowed and lashed down without any injuries.

**ROBIN GRAY (Robin Line), Feb. 4—Chairman, Rocco Albanese; Secretary, Fazil Ali.** One man missed ship in New York, otherwise all running smoothly. \$23.00 in ship's fund. \$3.00 spent for wire to headquarters. D. Whittaker elected ship's delegate. Crew asked to cooperate in shutting off washing machine. Repair lists to be turned in early so that some repairs can be done before returning to the States.

**BETHTEX (Ore Navigation), Apr. 8—Chairman, S. Garcia; Secretary, Abe Rosen.** No beefs reported by department delegates. It was decided to put up the TV at \$2.00 a chance and draw to see who gets it. Money to go in ship's fund. Vote of thanks to steward department for job well done.



### Seafarer Urges Drug Program

To the Editor:  
 Along with the many Welfare Plan benefits offered by the Union I believe that there is a place for an additional service that would be of help to Seafarers and their families.  
 This could be a low-cost drug plan enabling members and their families to obtain prescription items at realistic prices related to actual cost. I know from personal experi-

tire staff at the embassy in Conakry for their assistance to us and the wonderful treatment they gave us recently.

We ran into a problem with mail. Most of it had been destroyed and what little came through had been opened and read. Through the cooperation of the embassy, we were able to have our Dakar mail forwarded to us in a diplomatic pouch. This assured its safe arrival.

Our thanks would also include all the members of the staff. We have enjoyed a number of informal dinners with them as well as having a staff member visit the ship to show us movies.

Members of the crew and officers have visited in many places, but the treatment by the staff has been outstanding and really wonderful. All of us greatly appreciated their efforts.

During the period of time in which we were not able to get mail, their actions and activities helped keep up the morale of the crew. It was especially gratifying in a country which, for the most part, seems communistic-inclined, and in which Americans are not particularly liked. Again, our thanks to a group that made our 20-day stay very nice.

Ship's Delegate,  
 SS Del Mundo

### LETTERS To The Editor

All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

ence that many drugs are overpriced and a Seafarer can spend as much as a third to a fourth of his wages buying the necessary drugs to keep a wife, child or parent alive and well.

A drug plan backed by the resources of the SIU, the same as our other benefits, would be a welcome aid in the Union's continued effort to provide the best possible service for its members.

Basil Underlajo

### Recalls Old Sailors' Poem

To the Editor:  
 I have always loved poetry, especially those poems related to the sea. One poem that I was most impressed with was called "Sea Vampire." Through the years I have forgotten most of it and am anxious to refresh my memory.

Anybody who has been to sea for many years may recall the poem. The following are the parts that I remember:  
 A fool there was and he went to sea

Where he spent a life of misery,  
 Though the poets called it the brave and the free,  
 A fool he was and a fool he will be,  
 For only a fool would follow the sea.

A fool there was and his life was spent  
 In a vile hole that never was meant  
 For a thing to which God's image was lent . . .

A fool there was—his body was fleeced and flung aside,  
 Where some of him lived but most of him died  
 To sink or swim on the deep sea tide.

This is a small part of the poem, but back in 1910 I knew a thousand poems and all of them gave me pleasure in my spare time on watch. If any of the older lads remember the complete poem and can send it in to the LOG I would be most grateful.

Harold W. Gelnaw

### Del Mundo Lauds Guinea Embassy

To the Editor:  
 We, the crew of the Del Mundo (Delta), would like to take this opportunity to publicly thank the honorable William Atwood, US Ambassador to the Republic of Guinea, and his en-

### Praises Union Blood Bank Aid

To the Editor:  
 I want to thank the Union and its Blood Bank most deeply for their assistance in providing 25 pints of blood for my wife. This aid not only insured a successful operation but also illustrated the concern of the Union for all its members. I cannot express the spiritual comfort that the SIU has given me with its assistance.

You Hong Kim

### Welfare Plan Helps Oldtimer

To the Editor:  
 I want to express my appreciation to the SIU for all the help it provided to me. It is comforting to know that we have a program such as the Welfare Plan which is ready and able to help out SIU members when they need it.

### Cites Assistance In Eye Surgery

To the Editor:  
 I would like to express my deepest gratitude and appreciation to the SIU and all members for the benefits I received during my confinement at the USPH Hospital on Staten Island, where I underwent a corneal transplant of one eye.

My thanks, too, go to doctors Aronstam and Wright who assisted Dr. Mega during my 41 days of confinement. Since becoming a member of the SIU in July, 1940, at Savannah, I have enjoyed many benefits. But the one that I appreciate the most is the recent one—the operation on my eye. Although not completely healed, I feel sure that my left eye will be able to see clearly again through the help of God whose guidance and help made my operation a success.

Vincent Y. Remolar

# Switch From 'Pineapple Run' Will Be Sad Event On Mankato

The Seafarers pictured here from the Mankato Victory (Victory Carriers) are all smiles, but don't let them fool you—it's only for the camera. For the last three or four years, the ship has been on the "Pineapple Run" and all the crew has enjoyed the regular voyage between Hawaii and the East Coast.

Now all this is going to change, according to William Cameron, ship's delegate. A few weeks ago, instead of sailing all the way to New York, the ship pulled into a West Coast port, paid off and then loaded again for Europe.

The crew that smiled here for the camera, says Cameron, who took the photographs, doesn't show any wide grins now. The sudden change in runs caught all hands off-guard, although everything else aboard the vessel is reported running smoothly.

Cameron said that deck department brothers D. Skelton and M. Kerngood were really caught off base, as they each had a 24-inch TV set in their lockers. Skelton also has a console stereo AM-FM hi-fi set aboard, which adds to his "baggage" considerably.

A booming business for the railroads and airlines is predicted by Cameron when the trip is over,

and this applies no matter what port the ship returns to. He expects to see quite a few wives at the dock wherever the ship comes in and maybe a moving van or two to ease some of the "regulars" off.

Almost every man aboard has a "right place" where he wants the ship to pay off on the return from Europe—only the crew comes from all over, East, West and Gulf—and there just can't be any "right place" for all of them.



The still-smiling faces on the Mankato Victory include top photo (l-r) Frank Adkins, 3rd cook; George Elliott, cook, and Johnny McCree, galley utility. Photos above show (left) Midge Bussell, FWT, and Ted Wiatrowski, oiler; right, D. Skelton, AB, and M. Kerngood, DM.

### LOG-A-RHYTHM:

## The Titanic

By N. H. Richardson

With flags and banners flying,  
 With music in the air,  
 The Ocean Queen is sailing  
 Upon her maiden tour.

Her mighty bow is cleaving  
 Through frothy ocean waves,  
 Her gleaming decks are teeming  
 With the elite and the fair;  
 And time is of the essence,  
 The course is Westward Ho;  
 Her aim to break the record  
 To gain the Ribbon Blue.

A rendezvous with tragedy  
 At Fifty Fourteen West,  
 The Queen that had been speeding  
 Had done her level best;  
 But Fate now lifts a finger  
 And Lady Luck departs,  
 Ahead there looms a mountain  
 Directly in her path.

With matchless grace and power  
 The giant Queen she veers,  
 But alas for her dear safety  
 The danger was too near;  
 And with a shearing motion  
 A deadly wound appears,  
 Where now the mighty ocean  
 Is free to enter there.

Her mission not completed  
 The Queen must die a maid,  
 Her hopes and goals go by the board  
 Too far the Western shore;  
 Quite still the Queen is resting  
 Upon the ocean floor.

## Choctaw Seafarers Aid 4 Far East Orphanages



Children at the Polish Heart Orphanage Home, Pusan, Korea, posed for this picture sent in by Seafarer Rafael V. Saldana. Youngsters at this institution and three other orphanages in the Far East have regularly received gifts from SIU crewmembers on the Choctaw (Waterman).

Over \$42 was collected from crewmembers recently, said Saldana, who is in charge of donations and distributing the ship's gifts.

The funds were used to buy clothing, groceries, instant powdered milk, cookies, candies and other necessities for the orphans. In addition, money, in local currency, was contributed directly.

Besides the Polish Heart Home,

the other institutions that have received gifts are the Holy Family Home, Osaka, Japan, Our Lady of Lourdes Baby Home, Yokohama, Japan and the Ishimine Baby Home, Naha City, Okinawa. "Many thanks have been sent to Seafarers by the nuns and friends working at the homes," Saldana said. He has been aiding the youngsters since last year while on the Maiden Creek, another Waterman vessel on the Far East run. The program of aid for the orphans has been a pet one for some time.

# Working On The Antinous



Seafarer Roy M. Guild, bosun on the Antinous (Waterman), brought his camera along when he came aboard, and sent in these pictures to show some of his shipmates in action. Maintenance of the ship's winches is in the skilled hands of deck engineer Bill Howell (above). Ship's delegate and deck maintenance Oscar Raynor shows his style with the chipping hammer before donning goggles again (above, right). At right, David Ikirt and Joseph Hamilton, stop off port anchor.



## Crew Effort On Executive Praised By All

As the Seafarers walked down the gangway of the Steel Executive (Isthmian) in Los Angeles recently they had big smiles on their faces, and with good reason.

The ship had just completed a very successful Far East run that resulted in a round of well-earned praise for the crew.

### To The Pacific

The trip began in Philadelphia last January and continued by way of the Gulf and the West Coast to Japan and Korea, where the vessel unloaded its cargo of 7,400 tons of fertilizer and general and military goods. The return voyage was under ballast and, while the ship didn't set any speed records, the crew did set some sort of mark for cooperation and general seamanship.

As bosun Carl Lawson wrote, besides taking care of the everyday routine maintenance work aboard ship, the crew "chipped and painted out the whole vessel, including all the living quarters."

The effort of the Seafarers aboard the ship earned "praise from Isthmian port captains, officials, Union representatives and even longshoremen on all coasts," he noted. "The ship's personnel were very well satisfied and rewarded by their efforts," Lawson added.

## Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

**MANKATO VICTORY** (Victory Carriers), Dec. 17—Chairman, F. L. Travis; Secretary, Z. A. Markris. One OS had to get off at Panama due to illness. New washing machine put aboard this trip. Food and service improved over last trip. Vote of thanks to steward department.

**ALAMAR** (Calmar), Feb. 2—Chairman, Raymond Bunca; Secretary, Sidney Garner. No beefs reported by department delegates. Crew asked to be less noisy when watch is asleep. Vote of thanks to steward department for job well done.

**AMES VICTORY** (Victory Carriers), Feb. 23—Chairman, C. A. Bellamy; Secretary, Werner Pedersen. Ship's delegate resigned and E. Wheeler was elected to replace him. No beefs reported. Vote of thanks to steward department for job well done. Suggestion to make walking space on after deck clear for oilers. Request more cold water in laundry. Recreation room to be cleaned weekly by the three departments.

**OCEAN DINNY** (Maritime Overseas), March 3—Chairman, James Adams; Secretary, L. W. Williamson. James Adams elected ship's delegate. \$9.00 in ship's treasury. Motion that Union negotiating committee negotiate to equalize wages with other unions. Constitution should be revised to include regular meetings on the West Coast. Not receiving any LOGs. Vote of thanks to steward department.

**MARORE** (Marven), March 21—Chairman, Donald Nelson; Secretary, John Mehaler. Ship's delegate reported a smooth voyage with no major beefs. Crewmembers leaving vessel should turn in their keys to department heads. Refrigerator and fan in saloon pantry need repairs. Vote of thanks to steward department.

**MAIDEN CREEK** (Waterman), March 10—Chairman, J. C. Burnett; Secretary, J. A. Dunne. \$3.10 in ship's fund. Department heads report no beefs. Vote of thanks to steward department.

**CITIES SERVICE BALTIMORE** (Cities Service), Feb. 16—Chairman, L. C. Whalley; Secretary, E. M. Cox. Ship's delegate told crew to keep messhall and rooms clean. No beefs aboard ship. Motion that quarters and messhall should be painted once a year. Request extra milk be put aboard for larger crew and officers' visitors. Ship needs to be fumigated. Vote of thanks to steward department.

**SHORT HILLS** (Sea-Land), Jan. 14—Chairman, L. Wynbri; Secretary, R. Barker. Charles Mehl elected as ship's delegate. Fumigating of midship house ordered by Captain. Vote of thanks to the steward department. Any member who needs stops that are not on board should tell department delegates so they can order same.

**OMNIUM FREIGHTER** (Mol), Feb. 17—Chairman, C. Demers; Secretary, T. Moller. \$20.00 in ship's fund. No beefs reported. Chuck Demers elected

ship's delegate. Crew asked to stop slamming doors at night and be more quiet. Ship's delegate to see the master about keys for all rooms. Vote of thanks to the steward department. Ship needs fumigation.

**HILTON** (Bull), Feb. 25—Chairman, John Thompson; Secretary, Joseph Wolanski. Ship's delegate reported all repair work done. Crew asked to be less noisy in passageways and to keep laundry drying room clean. Keep natives out of passageway in port. Vote of thanks to steward department.

**ATLAS** (Bull), Feb. 5—Chairman, R. C. Mills; Secretary, J. E. McGrath. L. A. Smith elected ship's delegate. Everything going along OK. No beefs. Some repairs have been completed. Money drawn in ports has been satisfactory. Entire SIU crew expresses vote of thanks to outgoing ship's

## DIGEST OF SIU SHIP MEETINGS

delegate G. B. Gillespie for fine job. Vote of thanks to steward department for job well done.

**CITIES SERVICE BALTIMORE** (Cities Service), March 11—Chairman, J. A. Pedersen; Secretary, E. W. Cox. Ship's delegate contacted port captain for more milk, juice and steaks. No change so far. L. A. Pedersen resigned as ship's delegate and H. Armstrong elected. No beefs reported by department delegates.

**MERCULES VICTORY** (Hercules), March 11—Chairman, I. Bouzin; Secretary, J. W. Puckett. No beefs reported by department heads. General discussion on repairs, etc. Delegates to get up repair list and give it to the mate.

**OVERSEAS JOYCE** (Overseas), Jan. 1—Chairman, J. H. Shearer; Secretary, A. Packert. No beefs reported by department delegates. \$18.50 in ship's fund. Crew asked to keep all doors closed in India. Crew requests new washing machine or repairs for old one. Need canopy back aft.

**HUDSON** (Victory Transport), Feb. 18—Chairman, Ralph Taylor; Secretary, P. Johnson. No beefs reported. New spring needed in FWT room. Leak in cold water tap. No cold water in drinking fountain below deck.

**FAIRLAND** (Sea-Land), March 14—Chairman, Walter Newberg; Secretary, none. No beefs reported. \$9.50 in ship's fund. Patrick Milligan elected new ship's delegate. Ship needs to be fumigated.

**CITY OF ALMA** (Waterman), March 11—Chairman, H. Braunstein; Secre-

# Dive To Save Engineer Doesn't Faze Seafarer

Thomas Walker doesn't think he's a hero, but that's what his shipmates on the Beatrice (Bull) are calling their fellow Seafarer after what happened while the ship was in Iskenderun, Turkey, during a run to Pakistan and India.

The ship was tied up alongside the dock and the gangway was down. Every now and then a seaman would make his way along the pier walk and up the gangway to the ship. On this particular occasion, the familiar sounds of the harbor were suddenly punctured by a heavy splash.

There was a muffled cry as someone fell into the dark waters between the ship and the pier, just short of the gangway. Crewmembers on shore and aboard the ship stared into the water but, in the darkness, nothing could be seen.

Walker didn't hesitate, however. Ignoring all danger to himself, he jumped into the water between the dock and the ship to hunt for the fallen victim. No one knew at the time who or what it was that had fallen into the inky waters.

Quickly reaching out, Walker grabbed at a dark form and pulled up the third assistant engineer, who was semi-conscious as a result of his fall. He pulled the engineer from under the pier and

held him above the surface until other crewmembers could lift both of them ashore.

The incident was over in a few minutes, but tragedy to mar the whole trip was averted by Walker's quick thinking and prompt action in saving the life of a fellow crewmember.

A letter to the SIU from the ship said the crew "takes great pride in having Brother Walker as one of us." Delegates A. Gonzalez and Frank Cake wrote that his action showed "his high sense of responsibility both for the SIU and for everything that is involved in seafaring."

Walker has been sailing with the SIU since 1959, joining in the Gulf. An Army veteran, the 27-year-old Seafarer makes his home in New Orleans.



Walker



Porter; Secretary, G. Jensen. Some trouble with Captain about draws. Half the crew had Asian Flu. Suggestion to hold unlicensed safety meeting in absence of company-directed meeting. Beef about dirty glasses. Pantryman displayed general disregard for authority. Many beefs in steward department.

**BULK LEADER** (American Bulk Carriers), Feb. 17—Chairman, Bob White; Secretary, Roland Hebert. E. W. Pierce elected ship's delegate. \$10 in ship's fund. Patrolman to see if he can get the vent system worked on. Suggestion that all moneys due be paid in form of a draw. All doors to be kept locked in port. Try to build up ship's fund through pool.

**ORION PLANET** (Orion), March 11—Chairman, Rudolph Lott; Secretary, L. R. MacDonald. Problem of hiring aliens continues. \$38 in ship's fund. Discussion on keeping laundry clean and on cleaning machine after use. Request members to turn in linen not used. Request for LOGs and OT sheets.

**CARA SEA** (Blackley), Feb. 24—Chairman, Herman D. Carney; Secretary, Harold P. Du Cloux. Regarding Brother Byron who died, it was suggested someone write a letter or card to the family. Ship needs to be fumigated. Crew asked to flush toilet after using. Mail has been slow.

**BEATRICE** (Bull), March 15—Chairman, Patrick A. Dunphy; Secretary, P. Drobins. No beefs reported by department delegates. Elected new ship's delegate. Rooms need to be fumigated.

**KENMAR** (Calmar), March 24—Chairman, Walter Crossman; Secretary, Ronald Garraway. Ship's delegate reported everything running along fine. \$12.23 in ship's fund. John Price elected new ship's delegate. Poor vegetables put aboard by port steward. Ship's steward should have more to say about storing vessel. Crew asked to keep quieter in passageways at night and to turn off washing machine. Pick up dry laundry.

**PORTMAR** (Calmar), March 11—Chairman, Jiggs Jeffers; Secretary, W. J. Geary. No beefs reported. Chief cook to be taken ashore and hospitalized at Panama Canal. Elected new ship's delegate. Vote of thanks to former ship's delegate. Crew asked to return cups to pantry.

**SEATRAN NEW JERSEY** (Seatrains), March 25—Chairman, Pete Sorano; Secretary, J. Reilly. No beefs reported. Peter Sorano elected new ship's delegate. See Food Plan representative about getting a better variety and grade of meats.

**KATHRYN** (Bull), March 23—Chairman, Pedro Erazo; Secretary, Joseph A. Turner. Ship's delegate reported no beefs. See patrolman about sinks in pantry and galley. Bring up question of "instant potatoes" before Food Committee. Ship needs fumigation.

tery, none. Ship's delegate reported one injured man put in hospital and lunch service in Inchon. Motion made to have transportation paid from port to port plus reasonable pay for overweight baggage. Vote of thanks to men in deck department who clean crew messroom and pantry each morning.

**STEEL FLYER** (Isthmian), April 1—Chairman, Raymond Koch; Secretary, Pete Cakanic. Entire crew submitted penalty OT for unnecessary restriction to ship in Java. \$12 in ship's treasury. A \$3 taxi fare was taken out of fund to pay for transportation to hall in Frisco for purpose of acquiring SIU library. No beefs reported by delegates. General discussion on food situation. Crew pantry and saloon pantry drains need attention. Ship's delegate praised the attitude and work of crew messman and pantryman. He said Enrique Connor and Pon Poy Wing maintained SIU standards to the utmost. Crew agreed.

**TRANSINDIA** (Hudson Waterways), March 18—Chairman, J. E. Townsend; Secretary, Etek Manuel. No beefs reported. Night cook and baker taken off sick at Key West, Fla. Robert D. Bridges elected ship's delegate. Crew asked to leave silverware in pantry for night use. Make coffee for steward department at 6 AM.

**MOUNT EVANS** (Star Line), April 1—Chairman, Kevin Skelly; Secretary, Paul Bailey. Company notified to have American money or travelers' checks aboard, but still no draw in Karachi or Bombay. Few repairs completed.

**OVERSEAS EVA** (Maritime Overseas), Feb. 20—Chairman E. P. Russo; Secretary, T. Liles. New ship's delegate appointed. Discussion on washing machine and mattresses. Cleaning detail explained for each department. Need ladders for messmen's bunks. Brother Russo given vote of thanks for job well done. Motion made for ship's delegate to see the master about holding SIU-style safety meeting.

**SANTORE** (Ore), March 4—Chairman, J. W. Thomas; Secretary, D. M. Woods. Repair list turned in. One man in deck and engine departments sent back to the States for hospital treatment. Motion that no man should be required to work on deck while ship is using blowers to suck up grain from one hole to another. Slop chest and medicine chest to be checked by patrolman before ship sails from the next port.

**MADAKET** (Waterman), March 9—Chairman John Nash; Secretary, Albert G. Espensada. Ship's delegate resigned and J. Pierce elected. No beefs reported. One man hospitalized in Bremerhaven. \$9.15 in ship's fund. Deck department reported beef to chief mate regarding unsafe conditions when working on deck. All dogs and portholes need grease. No draw until ship gets into port. Crew asked to bring cups to pantry sink.

**NORTHWESTERN VICTORY** (Victory Carriers), Feb. 28—Chairman, V.

# ANNUAL REPORT

For the fiscal year ended December 31, 1961  
**SEAFARERS WELFARE FUND**  
 17 Battery Place, New York 4, NY  
 to the  
**SUPERINTENDENT OF INSURANCE**  
 of the  
**STATE OF NEW YORK**

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, NY.

**EXHIBIT B-1**

**SUMMARY STATEMENT OF ASSETS AND LIABILITIES<sup>1</sup>**

As of December 31, 1961  
 (Name of plan) Seafarers Welfare Plan  
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

ASSETS <sup>2</sup>			
	Column (1)	Column (2)	Column <sup>3</sup> (3)
1. Cash		\$ 860,520.53	
2. Bonds and debentures			
(a) Government obligations	\$ 802,496.33		
(b) Nongovernment bonds	2,642,547.98		
(c) Total bonds and debentures	3,445,044.31		
3. Stocks			Not Applicable
(a) Preferred	—0—		
(b) Common	1,792,399.94		
4. Common trusts	—0—		
5. Real estate loans and mortgages	—0—		
6. Operated real estate	—0—		
7. Other investment assets	—0—	5,237,444.25	
8. Accrued income receivable on investments		—0—	
9. Prepaid expenses		—0—	
10. Other assets			
(a) See Attachment	367,219.30		
(b)	—0—		
(c)	—0—	367,219.30	
11. Total assets		6,465,184.08	
LIABILITIES AND FUNDS			
12. Insurance and annuity premiums payable	—0—		
13. Reserve for unpaid claims (not covered by insurance)	—0—		
14. Accounts payable. See Attachment	23,624.50		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		23,624.50	
17. Funds and reserves			
(a) See Below	1,363,121.00		
(b) Reserve for Contingencies	250,453.00		
(c) Fund Balance	4,827,985.58		
(d) Total funds and reserves		6,441,559.58	
18. Total liabilities and funds		6,465,184.08	

<sup>1</sup>Indicates accounting basis by check: Cash  Accrual  Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See Attachment.  
<sup>2</sup>The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U. S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U. S. Treasury Department (Act, sec. 7 (c) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bond at Amortized Cost; Stocks at Cost.  
<sup>3</sup>If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).  
 17 (a) Reserve for Welfare Benefits for Pensioners and for Eligibles on the Special Disability List—\$1,363,121.00.

**EXHIBIT B-2**

**SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS**

For year ending December 31, 1961  
 (Name of plan) Seafarers Welfare Plan  
 (Address of plan's principal office) 17 Battery Place, New York 4, NY.

RECEIPTS			
1. Contributions			
(a) Employer		\$3,287,293.50	
(b) Employees		—0—	
(c) Other (Specify)		—0—	
2. Interest, dividends, and other investment net income		221,223.83	
3. Gain (or loss) from disposal of assets, net		(20,053.54)	
4. Dividends and experience rating refunds from insurance companies		—0—	
5. Other receipts			
(a) Equipment and Office Improvement Rental	\$ 75,578.62		
(b) Interest on Delinquent Contributions	1,585.06		
(c) Miscellaneous	1,476.24	78,639.92	
6. Total lines 1 to 5, inclusive		3,567,103.71	
DISBURSEMENTS			
7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—	
8. Benefits provided other than through insurance carriers or other service organizations. See Attachment		3,522,511.82	
9. Administrative expenses			
(a) Salaries (Schedule 1)	203,674.19		
(b) Fees and commissions	48,013.16		
(c) Interest	—0—		
(d) Taxes	8,697.71		
(e) Rent	10,523.78		
(f) Other administrative expenses	125,930.26	396,839.10	
10. Other disbursements			
(a) See Attachment	118,356.70		
(b)	—0—	118,356.70	

11. Total lines 7 to 10, inclusive	4,037,707.62
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)	(470,603.91)
RECONCILIATION OF FUND BALANCES	
13. Fund balance at beginning of year	2,743,868.20
14. Excess (deficiency) of receipts over disbursements (line 12)	(470,603.91)
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investments	
(b) See Attachment	2,554,721.29
(c)	2,554,721.29
16. Fund balance end of year	4,827,985.58

**SEAFARERS WELFARE PLAN**  
**ATTACHMENT TO ANNUAL REPORT—FORM D-2**  
**FOR THE YEAR ENDED DECEMBER 31, 1961**

Item No. 1 Seafarers Welfare Plan is identified with various Atlantic and Gulf Coast Steamship Companies and tugboat operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District or the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District.

**5B Classes of Benefits Provided**

Death	Scholarships
Hospital	Special Services
Maternity	Medical Examination and Safety Program
Unemployment	Sickness and Accident
Seamen's Training School	Disability
Training for Licenses	Medical
Motion Pictures	Blood Transfusions
Interest Free Loans up to \$100	Surgical
Optical	Special Therapeutic Equipment
Burial Plots	Blood Bank
Rehabilitation	Rehabilitation Therapy

**EXHIBIT B-1 Item 10—Other Assets**

Travel Advances	\$ 95.18
Loans to Eligibles	35,214.38
Investment in Stock of Wholly Owned Corporation (At Cost)	16,000.00
Advances to Wholly Owned Corporations	96,867.94
Miscellaneous Receivable	9,895.09
Deposits	15,170.00
Due from Other Plans	34,676.71
Capital Donated to Wholly Owned Corps.	\$3,306,210.07
Less: Reserve for Donated Capital	3,146,910.07
	159,300.00
Fixed Assets	
Training School Facilities—Mobile, Ala.	31,185.47
Recreational Facilities—Puerto Rico	612.80
Furniture & Fixtures—New York	228,185.80
Medical & Safety Program Facilities—Brooklyn, N. Y.	91,543.48
Medical & Safety Program Facilities—Puerto Rico	55,438.87
Medical & Safety Program Facilities, New Orleans, La.	54,457.52
Medical & Safety Program Facilities, Baltimore, Md.	46,050.49
Furniture and Fixtures—Blood Bank Program, New York, N. Y.	558.78
Cemetery Plots	1,876.68
Furniture and Fixtures—Safety Program—New Orleans, La.	1,437.43
	511,347.32
Less: Reserve for Fixed Assets	511,347.32
	—0—
Total Other Assets	\$367,219.30

**Item 14—Accounts Payable**

Payroll Taxes Withheld	\$ 7,452.63
Overpayments of Loans by Eligibles	554.08
Miscellaneous	120.00
Contributions held in Escrow	8,137.80
Due to Other Plans	7,359.99
	\$ 23,624.50

**EXHIBIT B-1—Statement of Significant Unrecorded Assets and Liabilities**

ASSETS	
Contributions Receivable	\$ 408,236.70
Interest Receivable on Bonds	31,744.83
	\$ 439,981.53
LIABILITIES	
Incurred Benefits Payable	\$ 298,259.84
Administrative Expenses Payable	28,756.62
	\$ 327,016.46

**EXHIBIT B-2—Line 8**

Benefits Provided Other than Through Insurance Carrier or other Service Organization, Cost of Benefits Paid	\$2,924,682.79
Cost of Fixed Assets Acquired for Purpose of Providing Specific Benefits	597,829.03
	\$3,522,511.82

**EXHIBIT B-2—Line 10—Other Disbursements**

Trustees' Meetings	\$ 9,124.07
Travel Expenses	12,607.47
Furniture, Fixtures and Equipment	84,162.54
Maintenance of Real Estate	5,420.60
Write-off of Loans Due to Death of Eligibles	565.00
Moving Expenses	967.70
Dedication Expenses	471.15
Site Exploration Costs	5,038.17
	\$ 118,356.70

**EXHIBIT B-2—Line 15 (B)—Other Increases or Decreases in Funds**

(Continued on Page 22)

ANNUAL REPORT

(Continued from Page 21)

Table with 2 columns: Description and Amount. Includes 'Decrease in Reserves for Benefits to Eligibles on Special Disability, Pensioners and Contingencies' and 'Acquisition of Fund Balance Resulting from Assumption of Other Plan'.

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF New York } COUNTY OF New York } ss. Max Harmon and Al Kew

Trustees of the Fund and being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: Max Harmon Subscribed and sworn to before me this 3 day of July 1962

Employee trustee: [Signature] Notary Public State of New York No. 24-7669010

ANNUAL REPORT

For the fiscal year ended December 31, 1961

SEAFARERS PENSION PLAN 17 Battery Place, New York 4, NY

to the SUPERINTENDENT OF INSURANCE of the STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, NY.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of December 31, 1961

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY

ASSETS

Table with 4 columns: Description, Column (1), Column (2), Column (3). Lists assets such as Cash, Bonds and debentures, Stocks, Common trusts, Real estate loans and mortgages, etc.

LIABILITIES AND FUNDS

Table with 2 columns: Description and Amount. Lists liabilities such as Insurance and annuity premiums payable, Reserve for unpaid claims, Accounts payable, etc.

Table with 2 columns: Description and Amount. Includes (b), (c), and (d) Total funds and reserves.

18. Total liabilities and funds \$56,847.90

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For year ending December 31, 1961

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY

RECEIPTS

Table with 2 columns: Description and Amount. Lists receipts such as Contributions (Employer, Employees, Other), Interest, dividends, and other investment net income, Gain (or loss) from disposal of assets, etc.

DISBURSEMENTS

Table with 2 columns: Description and Amount. Lists disbursements such as Insurance and annuity premiums paid to insurance companies for participants benefits, Benefits provided other than through insurance carriers, Administrative expenses, etc.

Table with 2 columns: Description and Amount. Includes Total lines 7 to 10, inclusive and Excess (deficiency) of receipts over disbursements (line 6, less line 11).

RECONCILIATION OF FUND BALANCES

Table with 2 columns: Description and Amount. Lists fund balance at beginning of year, Excess (deficiency) of receipts over disbursements (line 12), Other increases or decreases in funds, and Fund balance end of year.

SEAFARERS PENSION PLAN ATTACHMENT TO THE ANNUAL REPORT—FORM D-2 DECEMBER 31, 1961

Part I—Item 1—Seafarers Pension Plan is identified with various Atlantic and Gulf Coast steamship companies and some tugboat operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District or the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District.

Part III—Item 12B—Actuarial Valuation Assumption attached.

Exhibit B-1

Statement of Significant Unrecorded Assets and Liabilities

Table with 2 columns: Description and Amount. Lists Assets (Contributions receivable) and Liabilities (Accrued expenses payable).

ANNUAL REPORT OF THE

Seafarers Pension Fund

STATE OF New York } COUNTY OF New York } ss. Max Harmon and Al Kew

Trustees of the Fund and being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: Max Harmon Subscribed and sworn to before me this 8 day of June 1962

Employee trustee: [Signature] Notary Public State of New York No. 24-7669010

\* Indicate accounting basis by check: Cash X Accrual [ ] Plans on a cash basis should attach statement of significant unrecorded assets and liabilities. See attachment. \* The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (c) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): \* If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).



**Time Out For The News**



SIU visitors from the Port of Baltimore take a breather during their stay at headquarters to check over some important reading matter—the SEAFARERS LOG. Seafarers Donald J. Hewson and Richard Rigney flank Mrs. Rigney as they look into some of the latest news. Hewson regularly ships in the black gang and Rigney on deck out of the hall in Baltimore.

**PERSONALS and NOTICES**

**W. G. Hamilton**  
Contact Jimmy at Twinbrook 5-5887 in New Orleans. Call collect.

**John W. G. Iglebakk**  
Iglebakk pretrial conference is in Seattle, Monday, July 9. Trial is Monday, July 31, 1962. Grieve & Law, attorneys, Seattle, Wash.

**Julius J. Swykert**  
Important you contact your wife, Rafaela, at 10914 South San Pedro St., Los Angeles 61, Calif., immediately re hospital and Board of Education matters.

**Joseph Miller**  
Contact attorney Leslie Z. Plump at 380 South Oyster Bay Road, Hicksville, NY, Wells 8-6565.

**Charles Lynsky**  
Your mother would like to hear from you immediately. You can contact her at home.

**Glenmore Royal**  
Your mother, Mrs. Matilda Royal, would like to hear from you. Write her at 6019 Warring-

**SIU HALL DIRECTORY**

**SIU Atlantic, Gulf Lakes & Inland Waters District**

- PRESIDENT**  
Paul Hall
- EXECUTIVE VICE-PRESIDENT**  
Cal Tanner
- VICE PRESIDENTS**  
Claude Simmons      Lindsey Williams  
Earl Shepard          Al Tanner
- SECRETARY-TREASURER**  
Al Kerr
- HEADQUARTERS REPRESENTATIVES**  
Bill Hall      Ed Mooney      Fred Stewart
- BALTIMORE** ..... 1216 E. Baltimore St.  
Rex Dickey, Agent      Eastern 7-4900
- BOSTON** ..... 276 State St.  
John Fay, Agent      Richmond 2-0140
- DETROIT** ..... 10225 W. Jefferson Ave.  
Vinewood 3-4741
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HYacinth 9-6600
- HOUSTON** ..... 5804 Canal St.  
Paul Drozak, Agent      Walnut 9-3207
- JACKSONVILLE** 2608 Pearl St., SE.  
William Morris, Agent      Elgin 3-0927
- MIAMI** ..... 744 W. Flagler St.  
Ben Gonzales, Agent      Franklin 7-3504
- MOBILE** ..... 1 South Lawrence St.  
Louis Neira, Agent      Hemlock 2-1754
- NEW ORLEANS** ..... 630 Jackson Ave.  
Buck Stephens, Agent      Tel. 529-7546
- NEW YORK** ..... 675 4th Ave., Brooklyn  
HYacinth 9-6600
- NORFOLK** ..... 416 Colley Ave.  
Gordon Spencer, Acting Agent      625-6505
- PHILADELPHIA** ..... 2004 S. 4th St.  
Frank Drozak, Agent      DEwey 6-3818
- SAN FRANCISCO** ..... 450 Harrison St.  
Frank Boyne, Agent      Douglas 2-4401  
E. B. McAuley, West Coast Rep.
- SANTURCE, PR** 1313 Fernandez Junco  
Stop 20
- Keith Terpe, Hq. Rep.      Phone 723-0003
- SEATTLE** ..... 2505 1st Ave.  
Ted Babkowski, Agent      MAIN 3-4334
- TAMPA** ..... 312 Harrison St.  
Jeff Gillette, Agent      229-2780
- WILMINGTON** Call# 505 N Marine Ave  
George McCartney, Agent      Terminal 4-2528

wood Drive South, Mobile, Ala., or call 342-6150.

**Arthur H. Kirwin, Jr.**  
Anyone knowing whereabouts of the above is asked to contact his wife at 2001 Conway Road, Orlando, Fla., or phone GA 2-7840 collect.

**Norman R. Pettersen**  
The above-named or anyone knowing his whereabouts is asked to contact his wife c/o Faulkner, 2373 Ocean Parkway, Brooklyn, NY.

**Irving G. Elliott**  
Important. Contact your brother Thomas at 1075 Parkside Ave., Alliance, Ohio, or phone TA 1-1790.

**Income Tax Refunds**  
Income tax refunds are being held by Jack W. Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif., for the following:

Joseph A. Alves, Freddie Bailey, Margarito Borja, Roy Bru, Dao King Chae, John W. Curlew, Robert W. Ferrandiz, Steve Krkovich, Charles W. Lane, Frank Larosa, James Lear, Milledge P. Lee, Richard Leikas, Alli Nasroen, Sheffield, Consorcios Padios, Marvin J. Satchell, Emillo J. Sierra, Raymond A. Triche, Grover C. Turner, Francis J. White, Chin Chi Wong, Walter C. Zajanc.

**George Spiliotis**  
Mrs. Katina Spiliotis, of Athens, Greece, the aged mother of the above-named, is seeking information on his whereabouts. Contact Mrs. Una Schreiber, International Social Service, 345 East 46th St., New York 17, NY.

**Alfred Hirsch**  
Get in touch with Mrs. Betty Hirsch, 1902-81st Street, Brooklyn, NY.

**Anthony Pisano**  
LOG office is holding a photograph of your nephew. Send forwarding address.

**Raymond D. Stafford**  
Get in touch with Rev. Francis Statkus, c/o Military Ordinarate, 30 E. 51st St., New York 22, NY.

**James S. Helgoth**  
Call Jean Freeman, Harrison 1-6702, at 817 Lydia Ave., Kansas City, Mo. Important.

**Ex-SS Pacific Venture**  
The following crew members should contact Sol C. Berenholtz, attorney, 1209 Court Square Building, Baltimore 2, Md., for money recovered on sale of this ship:  
William F. Jones, Joseph F. Crawford, Adolph Swenson, Ed-

ward E. Talbot, William E. Scott, Lionel O. Chapman, Billy G. Neely, Charles L. Moody, Kenneth J. Wells, Cecil Hargrove, Clifford A. Swell, Mike Chandoha, Pierre L. Charrette, Robert O. Smith, Charles Rodela, Richard E. Lloyd, Alexander W. Rahn, Robert E. Ayers, Francis L. Grissom, George G. Van Ettan, Jr., Alex R. Vasquez, Morris J. Black, James O. Dewell, Pablo Pacheco, Wesley F. Leonard.

**Wallace E. Mason**  
Contact your brother Ralph by mail immediately at 55 Arkell Road, Walnut Creek, Calif.

**Paul John Wilkinson**  
Your father, George F. Wilkinson, would like to hear from you. He is now living at 315 Elmwood Ave., Providence 7, Rhode Island.

**George W. Ford**  
Former shipmates and friends of the above-named, who was killed in a plane crash on June 28, are asked to write his sister, Mrs. Gina Ford Vash, 3704 N. Wayne, Chi-

cago 13, Ill., regarding his whereabouts from June 20, when he signed off the SS Del Norte.

**Ex-SS Hedgehaven**  
The following crewmembers who have transportation coming are ad-

vised that checks are ready and they should contact SIU headquarters:

D. Coggins, W. Fredrick, J. Lablanc, H. Walter, M. Sanchez, C. Marceaux.

**SIU BULLETIN BOARD**

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. Financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

**EDITORIAL POLICY--SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960 meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.

**RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

Editor,  
**SEAFARERS LOG,**  
675 Fourth Ave.,  
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—  
please put my name on your mailing list.  
*(Print Information)*

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS .....

CITY ..... ZONE ..... STATE .....

## The Doctors' Strike in Saskatchewan



Doctors, upon receiving their certification to practice medicine, pledge to abide by the Hippocratic oath, which states in part: "... into whatever house I enter I will go for the benefit of the sick and will abstain from all wrongdoing and corruption."

Unfortunately, over 800 doctors in the Canadian province of Saskatchewan turned their back on this code of ethics, denied their profession and, most important, struck out against the sick and infirm.

Ignoring their primary responsibility to minister to the ill and injured, the Saskatchewan doctors, under the leadership of their professional society, refused to treat patients and engaged in a province-wide strike against a medical care plan enacted by the Saskatchewan government on July 1. The doctors' walkout dragged on for 23 days until it came to an end on July 23.

As if striking against the sick was not enough, the provincial College of Physicians and Surgeons compounded matters by proudly and defiantly refusing to even discuss going back to caring for their patients unless the medical program was wiped off the statute books as if it had never existed at all.

This strike, which reportedly caused the death of several persons who could not be rushed to other areas in time for treatment, proved to be very revealing to the immediate public in Saskatchewan and elsewhere in Canada, as well as in the United States and other countries where a doctors' strike, in an enlightened modern society, is a matter of some moment.

It is unfortunate, from the standpoint of the doctors, that they have exposed themselves in this fashion. They now stand

accused before their neighbors and the world as a group of willful men largely interested in the economics of medical practice—not, as they so frequently profess, in their community and social responsibilities.

On numerous occasions in the past, as is their privilege, professional medical groups have denounced other organizations—trade union organizations in the main—when these groups have resorted to strikes or other action that has inconvenienced the general public... some type of favored business enterprise... or perhaps one or more doctors as individuals.

Yet none of these actions in any way matches the impact of a doctors' strike, which has far greater impact on all concerned than any small public inconvenience. This is so because when doctors refuse to go to "work" and practice their particular craft, they are dealing with basic questions of life and death, for the young, the old, for the sick as well as the healthy who may be stricken at any moment.

They are striking against helpless people who have placed their lives in the hands of the medical profession and have nowhere else to turn.

This, then, was the nature of the strike action engaged in by the Saskatchewan doctors and now resolved somewhat by their return to "work" on the basis of concessions on both sides—the doctors, in their turn, and the rest of the community, including the government itself, which was the villain here in the view of the medical profession. Doctors, it should be pointed out, are not above striking the government, although they condemn such action by anyone else.

The government's so-called

villainy here was an attempt to provide adequate medical care for all its citizens, financed by assessments and through general taxation. The program put into effect by the provincial authorities on July 1 allowed free choice of doctors to anyone using its services. The doctors laid bare their objective when they reacted most strongly to the method of handling fees.

Certainly the situation involving the doctors in Canada can be presumed to have had some effect on the medical care for the aged legislation which died in the Senate of the United States—for this session at least—on July 17, while the Saskatchewan dispute was still on. The Canadian strike action had the energetic support of the American Medical Association here, and it's clear the AMA used the Canadian situation to full advantage.

It's not difficult to speculate that the close 52-48 result on the "Medicare" health bill was sparked in part by fears among some lawmakers of a similar revolt on this side of the border. At least as much had been hinted well in advance.

The New Jersey Medical Society, for one, had openly announced its defiance of any medical care program and vowed not to treat the sick if any such legislation was instituted by the Congress.

All of this makes it plain that a "Medicare" program is essential and must be strongly supported whenever it next comes up for action in Congress.

"Job actions" against the sick cannot be encouraged or tolerated, and America's oldsters can't wait forever for the medical profession to catch up with the times and the needs of the people.

### TRUCE PROPOSED IN DOCTOR STRIKE

Parley Offered if Canadians  
Will Resume Practice

By **RAYMOND DANIELL**  
Special to The New York Times.  
REGINA, Sask., July 6—The  
first gesture toward settling the  
strike of

### STRIKING DOCTORS REJECT MEDIATION

But a Parley



**TEXT OF**

**SIU**

**CONSTITUTION**

*For SIU Atlantic, Gulf, Lakes And Inland Waters District*

# CONSTITUTION

## THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

### PREAMBLE

As maritime and allied workers and realizing the value and necessity of a thorough organization, we are dedicated to the forming of one Union for our people, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, based upon the following principles:

All members shall be entitled to all the rights, privileges and guarantees as set forth in this Constitution, and such rights, privileges and guarantees shall be preserved in accordance with its terms.

We declare that American seamen are entitled to receive their employment without interference of crimps, shipowners, fink halls or any shipping bureaus maintained by the Government.

We affirm that every worker has the right to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

We proclaim the right of all seamen to receive healthful and sufficient food, and proper forecables in which to rest.

We defend the right of all seamen to be treated in a decent and respectful manner by those in command, and,

We hold that the above rights belong to all workers alike, irrespective of nationality or creed.

Recognizing the foregoing as our inalienable rights, we are conscious of corresponding duties to those in command, our employers, our craft and our country.

We will, therefore, try by all just means to promote harmonious relations with those in command by exercising due care and diligence in the performance of the duties of our profession, and by giving all possible assistance to our employers in caring for their gear and property.

Based upon these principles, it is among our objects: To use our influence individually and collectively for the purpose of maintaining and developing skill in seamanship and effecting a change in the maritime law of the United States, so as to render it more equitable and to make it an aid instead of a hindrance to the development of a merchant marine and a body of American seamen.

To support a journal which shall voice the sentiments of maritime workers and through its columns seek to maintain their knowledge of, and interest in, maritime affairs.

To assist the seamen of other countries in the work of organization and federation, to the end of establishing the Brotherhood of the Sea.

To form and to assist by legal means other bona fide labor organizations whenever possible in the attainment of their just demands.

To regulate our conduct as a Union and as individuals so as to make seamanship what it rightly is—an honorable and useful calling. And bearing in mind that we are migratory, that our work takes us away in different directions from any place where the majority might otherwise meet to act, that meetings can be attended by only a fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this Constitution.

### Statement of Principles and Declaration of Rights

In order to form a more perfect Union, we workers in the maritime and allied industries, realizing the value and necessity of uniting in pursuit of our improved economic and social welfare, have determined to bind ourselves together in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and hereby dedicate ourselves to the following principles:

In promoting our economic and social welfare, we shall ever be mindful, not only of our rights, but also of our duties and obligations as members of the community, our duties as citizens, and our duty to combat the menace of communism and any other enemies of freedom and the democratic principles to which we seafaring men dedicate ourselves in this Union.

We shall affiliate and work with other free labor organizations; we shall support a journal to give additional voice to our views; we shall assist our brothers of the sea and other workers of all countries in these obligations to the fullest extent consistent with our duties, obligations, and law. We shall seek to exert our individual and collective influence in the fight for the enactment of labor and other legislation and policies which look to the attainment of a free and happy society, without distinction based on race, creed or color.

To govern our conduct as a Union and bearing in mind that most of our members are migratory, that their duties carry them all over the world, that their rights must and shall be protected, we hereby declare these rights as members of the Union to be inalienable.

I

No member shall be deprived of any of the rights or privileges guaranteed him under the Constitution of the Union.

II

Every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union.

III

No member shall be deprived of his membership without due

process of the law of this Union. No member shall be compelled to be a witness against himself in the trail of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

Every member shall have the right to be confronted by his accuser whenever he is charged with violating the law of this Union. In all such cases, the accused shall be guaranteed a fair and speedy trial by an impartial committee of his brother Union members.

V

No member shall be denied the right to express himself freely on the floor of any Union meeting or in committee.

VI

A militant membership being necessary to the security of a free union, the members shall at all times stand ready to defend this Union and the principles set forth in the Constitution of the Union.

VII

The powers not delegated to the officers, job holders, and Executive Board by the Constitution of the Union shall be reserved to the members.

## CONSTITUTION

### Article I

#### Name and General Powers

This Union shall be known as the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies and divisions, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. This Union shall exercise all of its powers in aid of subordinate bodies and divisions created or chartered by it. For convenience of administration and in furtherance of its policies of aid and assistance, the Union may make its property, facilities and personnel available for the use and behalf of such subordinate bodies and divisions. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in the Constitution or by law. This Union shall at all times protect and maintain its jurisdiction.

### Article II

#### Affiliation

Section 1. This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor—Congress of Industrial Organizations. All other affiliations by the Union or its subordinate bodies or divisions shall be made or withdrawn as determined by a majority vote of the Executive Board.

Section 2. In addition to such other provisions as are contained herein, all subordinate bodies and divisions seeking a charter from and/or affiliation with this Union, shall be required to adopt, within a time period set by the Executive Board, a constitution containing provisions as set forth in Exhibit A, annexed to this Constitution and made a part hereof. All other provisions adopted by such subordinate bodies and divisions as part of their constitutions shall not be inconsistent therewith. No such constitution or amendments thereto shall be deemed to be effective without the approval of the Executive Board of this Union, which shall be executed in writing, on its behalf, by the President or, in his absence, by any other officer designated by it. Such approval shall be deemed to be recognition of compliance herewith by such subordinate body or division.

Where a subordinate body or division violates any of the foregoing, and, in particular, seeks to effectuate any constitutional provision not so authorized and approved, or commits acts in violation of its approved constitution, or fails to act in accordance therewith, this Union, through its Executive Board, may withdraw its charter and/or sever its affiliation forthwith, or on such terms as it may impose not inconsistent with law, in addition to exercising any and all rights it may have pursuant to any applicable agreements or understandings.

Section 3. This Union shall also have the power, acting through its Executive Board, and after a fair hearing, to impose a trusteeship upon any subordinate body or divisions chartered by and affiliated with it, for the reasons and to the extent provided by law.

### Article III

#### Membership

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other require-

ments duly promulgated pursuant hereto, no person shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

Section 2. No candidate shall be granted membership who is a member of any dual organization hostile to the aims, principles, and policies of this Union.

Section 3. Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run:

(a) While a member is actually participating in a strike or lockout.

(b) While a member is an in-patient in a USPHS or other accredited hospital.

(c) While a member is under an incapacity due to activity in behalf of the Union.

(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

(e) While a member has no opportunity to pay dues, because of employment aboard an American flag merchant vessel.

Section 4. A majority vote of the membership shall be sufficient to designate additional circumstances during which the time specified in Section 3 shall not run. It shall be the right of any member to present, in writing, to any Port at any regular meeting, any question with regard to the application of Section 3, in accordance with procedures established by a majority vote of the membership. A majority vote of the membership shall be necessary to decide such questions.

Section 5. The membership shall be empowered to establish, from time to time, by majority vote, rules under which dues and assessments may be excused where a member has been unable to pay dues and assessments for the reasons provided in Sections 3 and 4.

Section 6. To preserve unity, and to promote the common welfare of the membership, all members of the Union shall uphold and defend this Constitution and shall be governed by the provisions of this Constitution and all policies, rulings, orders and decisions duly made.

Section 7. Any member who gives aid to the principles and policies of any hostile or dual organization shall be denied further membership in this Union to the full extent permitted by law. A majority vote of the membership shall decide which organizations are dual or hostile.

Section 8. Evidence of membership or other affiliation with the Union shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

### Article IV

#### Reinstatement

Members dismissed from the Union may be reinstated in accordance with such rules and under such conditions as are adopted, from time to time, by a majority vote of the membership.

### Article V

#### Dues and Initiation Fee

Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of three hundred (\$300.00) dollars, except as otherwise provided in this Constitution.

Section 3. Payment of dues and initiation fees may be waived for organizational purposes in accordance with such rules as are adopted by a majority vote of the Executive Board.

### Article VI

#### Retirement from Membership

Section 1. Members may retire from membership by surrendering their Union books or other evidence of affiliation and paying all unpaid dues for the quarter in which they retire, assessments, fines and other monies due and owing the Union. When the member surrenders his book or other evidence of affiliation in connection with his application for retirement he shall be given a receipt therefor. An official retirement card shall be issued by Headquarters, upon request, dated as of the day that such member accomplishes these payments, and shall be given to the member upon his presenting the aforesaid receipt.

Section 2. All the rights, privileges, duties and obligations of membership shall be suspended during the period of retirement, except that a retired member shall not be disloyal to the Union nor join or remain in any dual or hostile organization, upon penalty of forfeiture of his right to reinstatement.

Section 3. Any person in retirement for a period of two quarters or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than two quarters, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be returned to him.

Section 4. A member in retirement may be restored to membership after a two-year period of retirement consisting of eight full quarters only by majority vote of the membership.

Section 5. The period of retirement shall be computed from the first day of the quarter following the one in which the retirement card was issued.

## Article VII System of Organization

**Section 1.** This Union, and all officers, headquarters representatives, port agents, patrolmen, and members shall be governed in this order by:

- (a) The Constitution.
- (b) The Executive Board.
- (c) Majority vote of the membership.

**Section 2.** The headquarters of the Union shall be located in New York and the headquarters officers shall consist of a President, and Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

**Section 3.** The staff of each port shall consist of such personnel as is provided for herein, and the port shall bear the name of the city in which the Union's port offices are located.

**Section 4.** Every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership.

## Article VIII

### Officers, Headquarters Representatives, Port Agents and Patrolmen

**Section 1.** The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

**Section 2.** Port Agents, Headquarters Representatives, and Patrolmen shall be elected, except as otherwise provided in this Constitution.

## Article IX Other Elective Jobs

**Section 1.** In addition to the elective jobs provided for in Article VIII, the following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

A. Delegates to the convention of the Seafarers International Union of North America.

B. Committee members of:

- (1) Trial Committees
- (2) Quarterly Financial Committees
- (3) Appeals Committees
- (4) Strike Committees
- (5) Credentials Committees
- (6) Polls Committees
- (7) Union Tallying Committees
- (8) Constitutional Committees

**Section 2.** Additional committees may be formed as provided by a majority vote of the membership. Committees may also be appointed as permitted by this Constitution.

## Article X

### Duties of Officers, Headquarters Representatives, Port Agents, Other Elected Job Holders and Miscellaneous Personnel

**Section 1. The President.**

(a) The President shall be the executive officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, except as otherwise herein expressly provided.

(c) The President shall be in charge of, and responsible for, all Union property, and shall be in charge of headquarters and port offices. Wherever there are time restrictions or other considerations affecting Union action, the President shall take appropriate action to insure observance thereof.

(d) In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting or otherwise.

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed except by Constitutional amendment.

Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

At the regular meeting in July of every election year, the President shall submit to the membership a pre-balloting report. In his report he shall recommend the number and location of ports, the number of Headquarters Representatives, Port Agents and Patrolmen which are to be elected. He shall also recommend a bank, a bonded warehouse, a regular officer thereof, or any other similar depository, to which the ballots are to be mailed or delivered at the close of each day's voting, except that the President may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October.

This recommendation may also specify, whether any Patrolman and/or Headquarters Representative, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(f) The President shall be chairman of the Executive Board and may cast one vote in that body.

(g) He shall be responsible, within the limits of his powers, for the enforcement of this Constitution, the policies of the Union, and all rules and rulings duly adopted by the Executive Board, and those duly adopted by a majority vote of the membership. Within these limits, he shall strive to enhance the strength, position, and prestige of the Union.

(h) The foregoing duties shall be in addition to those other duties lawfully imposed upon him.

(i) The responsibility of the President may not be delegated, but the President may delegate to a person or persons the execution of such of his duties as he may in his discretion decide, subject to the limitations set forth in this Constitution.

(j) Any vacancy in any office or the job of Headquarters Representative, Port Agent, or Patrolman shall be filled by the President by temporary appointment of a member qualified for the office or job under Article XII of this Constitution, except in those cases where the filling of such vacancy is otherwise provided for by this Constitution.

(k) The President is directed to take any and all measures and employ such means which he deems necessary or advisable, to protect the interests, and further the welfare of the Union and its members, in all matters involving national, state or local legislation issues, and public affairs.

(l) The President shall have authority to require any officer or Union representative to attend any regular or special meeting if, in his opinion, it is deemed necessary.

### Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. In the event the President shall be unable to carry out any of his duties by reason of incapacity or unavailability, the Executive Vice-President shall take over such duties during the period of such incapacity or unavailability. Upon the death, resignation, or removal from office for any reason of the President, the Executive Vice-President shall immediately assume the office, duties and responsibilities of the President until the next general election.

The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

### Section 3. Vice-President in Charge of Contracts and Contract Enforcement.

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 14 (d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

The Vice-President in Charge of Contracts and Contract Enforcement shall be a member of the Executive Board and may cast one vote in that body.

### Section 4. Secretary-Treasurer.

The Secretary-Treasurer shall perform any and all duties assigned him or delegated to him by the President. He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, port or otherwise. He shall submit to the membership, for each quarterly period, a detailed report of the entire Union's financial operations and shall submit simultaneously therewith, the Quarterly Financial Committee report for the same period. The Secretary-Treasurer's report shall be prepared by an independent Certified Public Accountant. He shall also work with all duly elected finance committees. The Secretary-Treasurer shall be responsible for the timely filing of any and all reports on the operations of the Union, financial or otherwise, that may be required by any Federal or state laws. In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting, or otherwise, subject to approval of the Executive Board.

The Secretary-Treasurer shall be a member of the Executive Board and may cast one vote in that body.

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Ballot Tallying Committees. In addition he shall make himself and the records of his office available to the Quarterly Financial Committee.

### Section 5. Vice-President in Charge of the Atlantic Coast.

The Vice-President in Charge of the Atlantic Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

### Section 6. Vice-President in Charge of the Gulf Coast.

The Vice-President in Charge of the Gulf Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Gulf Coast including their organizing activities. The Gulf Coast area is deemed to mean the State of Florida, all through the Gulf, including Texas.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

### Section 7. Vice-President in Charge of the Lakes and Inland Waters.

The Vice-President in Charge of the Lakes and Inland Waters shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

### Section 8. Director of Organizing and Publications.

The Director of Organizing and Publications shall be appointed and may be removed at will by the Executive Board of the Union. He shall be responsible for and supervise all publications and public relations of the Union and shall serve as co-ordinator of all organizational activities of the Union. In addition, he shall perform any and all duties assigned him or delegated to him by the Executive Board.

### Section 9. Headquarters Representatives.

The Headquarters Representatives shall perform any and all duties assigned them or delegated to them by the President, Executive Vice-President or the Executive Board.

### Section 10. Port Agents.

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the port of his jurisdiction subject to the direction of the area Vice-President.

(b) He shall, within the jurisdiction of his port, be responsible for the enforcement and execution of the Constitution, the policies of the Union, and the rules adopted by the Executive Board, and by a majority vote of the membership. Wherever there are time restrictions or other considerations affecting port action, the Port Agent shall take appropriate action to insure observance thereof.

(c) He shall be prepared to account, financially or otherwise, for the activities of his port, whenever demanded by the President, the Vice-President of the area in which his port is located, or by the Secretary-Treasurer.

(d) In any event, he shall prepare and forward to the Secretary-Treasurer, a weekly financial report showing, in detail, weekly income and expenses, and complying with all other accounting directions issued by the Secretary-Treasurer.

(e) The Port Agent may assign each port Patrolman to such duties as fall within the jurisdiction of the port, regardless of the departmental designation, if any, under which the Patrolman was elected.

(f) The Port Agent shall designate which members at that port may serve as representatives to other organizations, affiliation with which has been properly authorized.

### Section 11. Patrolmen.

Patrolmen shall perform any duties assigned them by the Agent of the Port to which they are assigned.

### Section 12. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Area, the Vice-President in Charge of the Gulf Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body.

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur simultaneously to the President and Executive Vice-President, the Executive Board by majority vote shall name successors from its own membership who shall fill those vacancies until the next general election.

If the Executive Vice-President duly assumes the office of the President and dies, resigns, is removed from office, or is incapacitated for more than 30 days during the remainder of the term, the Executive Board shall elect a successor for the balance of the term from its own membership.

### Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the convention for which elected and fully participate therein.

(c) Each delegate shall, by his vote and otherwise, support those policies agreed upon by the majority of the delegates to the Convention.

(d) The President shall assign to each subordinate body or division that number of delegates to which this Union would have been entitled, if its membership had been increased by the number of members of the subordinate body or division, in accordance with the formula set forth in the Constitution of the Seafarers International Union of North America, except that this provision shall not be applied so as to reduce the number of delegates to which this Union would otherwise have been entitled.

### Section 14. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged,

and shall submit findings and recommendations as prescribed in this Constitution. It shall be the special obligation of the Trial Committee to observe all the requirements of this Constitution with regard to charges and trials, and their findings and recommendations must specifically state whether or not, in the opinion of the Trial Committee, the rights of any accused, under this Constitution, were properly safeguarded.

**(b) Appeals Committee.**

1. The Appeals Committee shall hear all appeals from trial judgments, in accordance with such procedures as are set forth in this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

2. The Appeals Committee shall, within not later than one week after the close of the said hearing, make and submit findings and recommendations in accordance with the provisions of this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

**(c) Quarterly Financial Committee.**

1. The Quarterly Financial Committee shall make an examination for each quarterly period of the finances of the Union and shall report fully on their findings and recommendations. Members of this committee may make dissenting reports, separate recommendations and separate findings.

2. The findings and recommendations of this committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all ports, as set forth herein.

3. All officers, Union personnel and members are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee. The committee shall also have available to it, the services of the independent certified public accountants retained by the Union.

4. Any action on the said report shall be as determined by a majority vote of the membership.

5. The Quarterly Financial Committee shall consist of seven (7) members in good standing to be elected as follows: One member from each of the following ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. No officer, Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular meeting designated by the Secretary-Treasurer. In the event a regular meeting cannot be held in any port for lack of a quorum, the Agent shall call a special meeting as early as possible for the purpose of electing a member to serve on the Quarterly Financial Committee. Such committee members shall be furnished transportation to New York and back to their respective ports and they shall be furnished room and board during the period they are performing their duties in New York. Commencing on the day following their election and continuing until they have been returned to their respective ports each committee member shall be paid for hours worked at the standby rate of pay but in no event shall they be paid for less than eight (8) hours per day.

**(d) Strike Committee.**

1. In no event shall a general strike take place unless approved by a majority vote of the membership.

2. In the event a general strike has been approved by the membership the Port Agents in all affected ports shall call a timely special meeting for the purpose of electing a strike committee. This committee shall be composed of three full book members and their duties shall consist of assisting the Port Agent to effectuate all strike policies and strategies.

## Article XI

### Wages and Terms of Office of Officers and Other Elective Job Holders, Union Employees, and Others

**Section 1.** The following elected offices and jobs shall be held for a term of four years:

President  
Vice-Presidents  
Secretary-Treasurer  
Headquarters Representatives  
Port Agents  
Patrolmen

The term of four years set forth herein is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution.

**Section 2.** The term of any elective jobs other than those indicated in Section 1 of this Article shall continue for so long as is necessary to complete the functions thereof, unless sooner terminated by a majority vote of the membership or segment of the Union, whichever applies, whose vote was originally necessary to elect the one or ones serving.

**Section 3.** The compensation to be paid the holder of any office or other elective job shall be determined from time to time by the Executive Board subject to approval of the membership.

**Section 4.** The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates, or which it organizes or creates. In such situations, instructions conveyed by the Executive Board shall be followed.

## Article XII

### Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs

**Section 1.** Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as sea time. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law.

**Section 2.** All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

**Section 3.** All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

## Article XIII

### Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

#### Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated: ..... Signature of member

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

#### Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where headquarters is located. It shall consist of six full book members in attendance at the meeting, with two members to be elected from each of the Deck, Engine and Stewards Departments. No Officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the committee shall suspend until the President or Executive Vice President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified", the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without

prejudice to his written appeal, the applicant may appear in person before the committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification classification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

#### Section 3. Balloting Procedures.

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the ports shall follow a geographical pattern, commencing with the most northerly port on the Atlantic coast, following the Atlantic coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer.

(c) Balloting shall take place in person, at port offices, and shall be secret. No signatures of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Headquarters Representative, Port Agent or Patrolman.

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M., except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

#### Section 4. Polls Committees.

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verifica-

tion list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit full book members only to vote. Prior thereto, it shall stamp their book with the word "voted" and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving or provide meals in lieu of cash.

#### Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinafter set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinafter set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefor shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report and shall be referred to as the "Election Report Meeting." As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

#### Section 6. Installation into office and the Job of Headquarters Representative, Port Agent or Patrolman.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

## Article XIV Other Elections

### Section 1. Trial Committee.

A Trial Committee shall be elected at a special meeting held at 10:00 A.M., the next business day following the regular meeting of the Port where the Trial is to take place. It shall consist of five full book members, of which three shall constitute a quorum. No officer, Headquarters Representative, Port Agent, Port Patrolman, or other Union personnel may be elected to serve on a Trial Committee. No member who intends to be a witness in the pending trial may serve, nor may any member who cannot, for any reason, render an honest decision. It shall be the duty of every member to decline nomination if he knows, or has reason to believe, any of the foregoing disqualifications apply to him. The members of this committee shall be elected under such generally applicable rules as are adopted by a majority vote of the membership.

### Section 2. Appeals Committee.

The Appeals Committee shall consist of seven full book members, five of whom shall constitute a quorum, elected at the port where headquarters is located. The same disqualifications and duties of members shall apply with regard to this committee as apply to the Trial Committee. In addition, no member may serve on an Appeals Committee in the hearing of an appeal from a Trial Committee decision, if the said member was a member of the Trial Committee.

### Section 3. Delegates.

As soon as the President is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any full book member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

## Article XV Trials and Appeals

Section 1. Any member may bring charges against any other member for the commission of an offense as set forth in this Constitution. These charges shall be in writing and signed by the accuser, who shall also include his book number. The accuser shall deliver these charges to the Port Agent of the port nearest the place of the offense, or the port of pay-off, if the offense took place aboard ship. He shall also request the Port Agent to present these charges at the next regular meeting. The accuser may withdraw his charges before the meeting takes place.

**Section 2.** After presentation of the charges and the request to the Port Agent, the Port Agent shall cause those charges to be read at the said meeting.

If the charges are rejected by a majority vote of the port, no further action may be taken thereon, unless ruled otherwise by a majority vote of the membership of the Union within 90 days thereafter. If the charges are accepted, and the accused is present, he shall be automatically on notice that he will be tried the following morning. At his request, the trial shall be postponed until the morning following the next regular meeting, at which time the Trial Committee will then be elected. He shall also be handed a written copy of the charges made against him.

If the accused is not present, the Port Agent shall immediately cause to be sent to him, by registered mail addressed to his last known mailing address on file with the Union a copy of the charges, the names and book numbers of the accusers, and a notification, that he must appear with his witnesses, ready for trial the morning after the next regular meeting, at which meeting the Trial Committee will be elected.

In the event a majority of the membership of the Union shall vote to accept charges after their rejection by a port, the trial shall take place in the Port where Headquarters is located. Due notice thereof shall be given to the accused, who shall be informed of the name of his accusers, and who shall receive a written statement of the charges. At the request of the accused, transportation and subsistence shall be provided the accused and his witnesses.

**Section 3.** The Trial Committee shall hear all pertinent evidence and shall not be bound by the rules of evidence required by courts of law but may receive all relevant testimony. The Trial Committee may grant adjournments, at the request of the accused, to enable him to make a proper defense. In the event the Trial Committee falls beneath a quorum, it shall adjourn until a quorum does exist.

**Section 4.** No trial shall be conducted unless all the accusers are present. The Trial Committee shall conduct the trial except that the accused shall have the right to cross-examine the accuser, or accusers, and the witnesses, as well as to conduct his own defense. The accused may select any member to assist him in his defense at the trial, provided, (a) the said member is available at the time of the trial and (b) the said member agrees to render such assistance. If the accused challenges the qualifications of the members of the Trial Committee, or states that the charges do not adequately inform him of what wrong he allegedly committed, or the time and place of such commission, such matters shall be ruled upon and disposed of, prior to proceeding on the merits of the defense. The guilt of an accused shall be found only if proven by the weight of the evidence, and the burden of such proof shall be upon the accuser. Every finding shall be based on the quality of the evidence and not solely on the number of witnesses produced.

**Section 5.** The Trial Committee shall make findings as to guilt or innocence, and recommendations as to punishment and/or other Union action deemed desirable in the light of the proceedings. These findings and recommendations shall be those of a majority of the committee, and shall be in writing, as shall be any dissent. The committee shall forward its findings and recommendations, along with any dissent to the Port Agent of the port where the trial took place, while a copy thereof shall be forwarded to the accused and the accusers, either in person or by mail addressed to their last known addresses. The findings shall include a statement that the rights of the accused under this Constitution, were properly safeguarded. The findings also must contain the charges made, the date of the trial, the name and address of the accused, the accuser, and each witness; shall describe each document used at the trial; shall contain a fair summary of the proceedings, and shall state the findings as to guilt or innocence. If possible, all documents used at the trial shall be kept. All findings and recommendations shall be made a part of the regular files.

**Section 6.** The Port Agent of the Port of Trial shall, upon receipt of the findings and recommendations of the Trial Committee, cause the findings and recommendations to be presented, and entered into the minutes, at the next regular meeting.

**Section 7.** The Port Agent shall send the record of the entire proceedings to headquarters, which shall cause sufficient copies thereof to be made and sent to each Port in time for the next regularly scheduled meeting.

**Section 8.** At the latter meeting, the proceedings shall be discussed. The meeting shall then vote. A majority vote of the membership of the Union shall:

- (a) Accept the findings and recommendations, or
- (b) Reject the findings and recommendations, or
- (c) Accept the findings, but modify the recommendations, or
- (d) Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

**Section 9.** After the vote set forth in Section 8, any punishment so decided upon shall become effective. Headquarters shall cause notice of the results thereof to be sent to each accused and accuser.

**Section 10.** An accused who has been found guilty, or who is under effective punishment may appeal in the following manner: He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

**Section 11.** At the next regular meeting of the port where Headquarters is located, after receipt of the notice of appeal, the notice shall be presented and shall then become part of the minutes. An Appeals Committee shall then be elected. The Vice-President in charge of contracts is charged with the duty of presenting the before-mentioned proceedings and all available documents used as evidence at the trial to the Appeals Committee, as well as any written statement or argument submitted by the accused. The accused may argue his appeal in person, if he so desires. The appeal shall be heard at Union Headquarters on the night the committee is elected. It shall be the responsibility of the accused to insure that his written statement or argument arrives at headquarters in time for such presentation.

**Section 12.** The Appeals Committee shall decide the appeal as soon as possible, consistent with fair consideration of the evidence and arguments before it. It may grant adjournments and may request the accused or accusers to present arguments, whenever necessary for such fair consideration.

**Section 13.** The decision of the Appeals Committee shall be by majority vote, and shall be in the form of findings and recommendations. Dissents will be allowed. Decisions and dissents shall be in writing and signed by those participating in such decision or dissent. In making its findings and recommendations, the committee shall be governed by the following:

- (a) No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

(b) In no event shall increased punishment be recommended.

(c) A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

(d) If there is not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

**Section 14.** The Appeals Committee shall deliver its decision and dissent, if any, to headquarters, which shall cause sufficient copies to be published and shall have them sent to each port in time to reach there before the next regular scheduled meeting. Headquarters shall also send a copy to each accused and accuser at their last known address, or notify them in person.

**Section 15.** At the meeting indicated in Section 14 of this Article, the membership, by a majority vote, shall accept the decision of the Appeals Committee, or the dissent therein. If there is no dissent, the decision of the Appeals Committee shall stand.

If a new trial is ordered, that trial shall be held in the port where headquarters is located, in the manner provided for in Section 2 of this Article. Any decision so providing for a new trial shall contain such directions as will insure a fair hearing to the accused.

**Section 16.** Headquarters shall notify the accused and each accuser, either in person or in writing addressed to their last known address, of the results of the appeal. A further appeal shall be allowed as set forth in Section 17 of this Article.

**Section 17.** Each member is charged with knowledge of the provisions of the Constitution of the Seafarers International Union of North America, and the rights of, and procedure as to, further appeal as provided for therein. Decisions reached thereunder shall be binding on all members of the Union.

**Section 18.** It shall be the duty of all members of the Union to take all steps within their constitutional power to carry out the terms of any effective decisions.

**Section 19.** Every accused shall receive a written copy of the charges preferred against him and shall be given a reasonable time to prepare his defense, but he may thereafter plead guilty and waive any or all of the other rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

## Article XVI

### Offenses and Penalties

**Section 1.** Upon proof the commission of the following offenses, the member shall be expelled from membership:

- (a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;
- (b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;
- (c) Acting as an informer for, or agent of, the company against the interests of the membership or the Union;
- (d) The commission of any act as part of a conspiracy to destroy the Union.

**Section 2.** Upon proof of the commission of any of the following offenses, the member shall be penalized up to and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension from the rights and privileges of membership for more than two (2) years, or a fine of \$50.00 or both:

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00.
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- (j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- (k) Wilful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.
- (l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

**Section 3.** Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a suspension from the rights and privileges of membership for two (2) years, or a fine of \$50.00 or both:

- (a) Wilfully misappropriating or misusing Union property of the value under \$50.00;
- (b) Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

**Section 4.** Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a fine of \$50.00:

- (a) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.
- (b) Refusal or negligent failure to submit Union book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign-on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union hall;
- (f) Gambling in the Union hall;
- (g) Negligent failure to join ship.

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;

(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

**Section 4.** Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a fine of \$50.00:

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit Union book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign-on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union hall;
- (f) Gambling in the Union hall;
- (g) Negligent failure to join ship.

**Section 5.** Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

**Section 6.** This Union, and its members, shall not be deemed to waive any claim, of personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

**Section 7.** Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials, and job holders.

## Article XVII

### Publications

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals and general literature, in such manner as may be determined, from time to time, by the Executive Board.

## Article XVIII

### Bonds

Officers and job holders, whether elected or appointed as well as all other employees handling monies of the Union shall be bonded as required by law.

## Article XIX

### Expenditures

**Section 1.** In the event no contrary policies or instructions are in existence, the President may authorize, make, or incur such expenditures and expenses as are normally encompassed within the authority conferred upon him by Article X of this Constitution.

**Section 2.** The provisions of Section 1 shall similarly apply to the routine accounting and administrative procedures of the Union except those primarily concerned with trials, appeals, negotiations, strikes, and elections.

**Section 3.** The provisions of this Article shall supersede to the extent applicable, the provisions of Article X of this Constitution.

## Article XX

### Income

**Section 1.** The income of this Union shall include dues, initiation fees, fines, assessments, contributions, loans, interest, dividends, as well as income derived from any other legitimate business operation or other legitimate source.

**Section 2.** An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

**Section 3.** No assessments shall be levied except after a ballot conducted under such general rules as may be decided upon by a majority vote of the membership, provided that:

- (a) The ballot must be secret.
- (b) The assessment must be approved by a majority of the valid ballots cast.

**Section 4.** Except as otherwise provided by law, all payments by members or other affiliates of this Union shall be applied successively to the monetary obligations owed the Union commencing with the oldest in point of time, as measured from the date of accrual of such obligation. The period of arrears shall be calculated accordingly.

## Article XXI

### Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to (a) the applicability or non-applicability of all or any part of this Constitution; (b) the terms of such affiliation; (c) the right of the Union to preemptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

## Article XXII

### Quorums

**Section 1.** Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a port shall be six full book members.

**Section 2.** The quorum for a regular meeting of a Port shall be fifty (50) members.

**Section 3.** Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any



segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

**Article XXIII  
Meetings**

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday at Houston; on Tuesday—at New Orleans and on Wednesday—at Mobile. All regular membership meetings shall commence at 2:30 P.M. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

The Area Vice Presidents shall be the chairmen of all regular meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a regular meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairman of the meetings.

In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

Section 2. A special meeting at a port may be called only at the direction of the Port Agent or Area Vice President. No special meeting may be held, except between the hours of 9:00 A.M. and 5:00 P.M. Notice of such meeting shall be posted at least two hours in advance, on the port bulletin board.

The Area Vice Presidents shall be the chairmen of all special meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a special meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

The contents of this Section 2 are subject to the provisions of Article XIII, Section 4(a).

Section 3. Notwithstanding anything to the contrary, all regular meetings shall be governed by the following:

1. The Union Constitution.
2. Majority vote of the members assembled.

**Article XXIV  
Definitions and Miscellaneous Provisions  
Relating Thereto**

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy" shall include failure to perform the functions of any office or job by reason of death, or resignation, or suspension from membership or expulsion from the Union with no further right to appeal in accordance with the provisions of Article XV. of this Constitution.

Section 3. When applicable to the Union as a whole the term, "majority vote of the membership", shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

Section 4. When applicable solely to port action and not concerned with, or related to, the Union as a whole, and not forming part of a Union-wide vote, the term, "majority vote of the membership", shall refer to the majority of the valid votes cast by the full book members at any meeting of the Port, regular or special.

Section 5. The term, "membership action", or reference thereto, shall mean the same as the term "majority vote of the membership".

Section 6. Where the title of any office or job, or the holder thereof, is set forth in this Constitution, all references thereto and the provisions concerned therewith shall be deemed to be equally applicable to whomever is duly acting in such office or job.

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year hereunder shall be deemed to be 1960.

Section 8. The terms, "this Constitution", and "this amended Constitution", shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August, 1956.

Section 9. The term, "member in good standing", shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, "member", shall mean a member in good standing.

Section 10. Unless plainly otherwise required by the context of their use, the terms "Union book", "membership book", and "book", shall mean official evidence of Union membership.

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

Section 12. The term, "full book member", shall mean a member to whom a full book has been duly issued and who is entitled to retain it in accordance with the provisions of this Constitution.

**Article XXV  
Amendments**

This Constitution shall be amended in the following manner:

Section 1. Any full book member may submit at any regular meeting of any Port proposed amendments to this Constitution in resolution form. If a majority vote of the membership of the Port approves it, the proposed amendment shall be forwarded to all Ports for further action.

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership by the President. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the President that the amendment has been so approved, unless otherwise specified in the amendment. The President shall immediately notify all ports of the results of the vote on the amendment.

**Article XXVI  
Transition Clause**

Section 1. It is the purpose and intent of this Article to provide for an orderly transition from Union operations and activities as governed by the Constitution in effect prior to the adoption of this amended Constitution, to operations and activities conducted in accordance with this amended Constitution. Accordingly, the following sections are to be given the interpretation required to effectuate the foregoing purpose and intent.

Section 2. All routine administrative, accounting, and other similar procedures and processes of this Union, in effect immediately prior to the adoption of this amended Constitution shall be deemed to be permitted hereunder and shall continue in effect unless or until changed, in accordance with the provisions hereof.

Section 3. All methods and means of collecting and disbursing Union funds, all segregations of Union funds, rules of order generally followed, bonding procedures, reinstatement procedures, and any other practices or procedure, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder, and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 4. All Union policies, customs, and usage, including those with regard to admission into membership, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 5. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District
Secretary-Treasurer	VACANCY	(To be filled by the President in accordance with Constitution)
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

**EXHIBIT A**

**Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.**

**I**

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

**II**

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

**III**

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

**IV**

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

**V**

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

**VI**

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

**VII**

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

**VIII**

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

**IX**

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

**X**

So long as any unpaid per capita tax, or any other indebtedness of any sort, is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

**XI**

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

**XII**

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

**XIII**

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

**EVERY SEAFARER IS GUARANTEED**

- *Protection of the rights and privileges guaranteed him under the Constitution of the Union.*
- *The right to vote.*
- *The right to nominate himself for, and to hold, any office in the Union.*
- *That every official of the Union shall be bound to uphold and protect the rights of every member and that in no case shall any member be deprived of his rights and privileges as a member without due process of the law of the Union.*
- *The right to be confronted by his accuser and to be given a fair trial by an impartial committee of his brother Union members if he should be charged with conduct detrimental to the welfare of Seafarers banded together in this Union.*
- *The right to express himself freely on the floor of any Union meeting or in committee.*
- *The assurance that his brother Seafarers will stand with him in defense of the democratic principles set forth in the Constitution of the Union.*